

The
London *and* Port Stanley

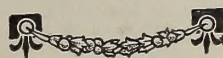
Railway



Annual Reports
for years ending June 30th
1916-1917-1918-1919

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THE LONDON & PORT STANLEY RAILWAY



*Electrified and Operated by the
London Railway Commission*



Annual Reports

For the Years Ending June 30,
1916—1917—1918—1919



- 1—C. R. Somerville, Mayor, 1918, 1919
 2—Philip Pocock, Vice-Chairman, 1913, 1914, 1915, 1916, 1917, 1918, 1919
 3—William Spittal, Honorary Secretary, 1913, 1914, 1915, 1916, 1917, 1918.
 4—Charles M. R. Graham, Mayor, 1913, 1914

LONDON RAILWAY COMMISSIONERS

- 5—Sir Adam Beck, K.B., LL.D., M.L.A., Chairman, 1913, 1914, 1915, 1916, 1917, 1918, 1919
 6—M. D. Fraser, K.C., 1913, 1914, 1915, 1916, 1917, 1918

- 7—Hugh A. Stevenson, M.D., Mayor, 1915, 1916, 1917

- 8—R. W. Shaw, M.D., 1918, 1919
 9—W. A. Martin, 1919

Explanatory Memoranda

The London Railway Commission, charged with the construction, equipment, maintenance, management and control of the London and Port Stanley Railway, has its powers and duties defined by Acts of the Parliament of Canada, (4-5, George V, Chapter 96, assented to May 27, 1914; and Bill 22, 9-10, George V, 1919) and by the Ontario Statutes, in the City of London Acts, 1913 and 1914.

The Commission comprises the Mayor of London, ex-officio, and four commissioners, two of whom are appointed for two-year terms, by the City Council, at its first meeting of each year.

The first Commission was appointed Dec. 1, 1913, as follows:

SIR ADAM BECK, M.L.A., for one year.

PHILIP POCOCK, for one year.

MAXWELL D. FRASER, K.C., for two years.

LT.-COL. WILLIAM SPITTAL, for two years.

CHARLES M. R. GRAHAM, Mayor.

The first meeting of the London Railway Commission was held Dec. 8, 1913, Sir Adam Beck being elected Chairman, Philip Pocock Vice-Chairman, and Col. Spittal, Honorary Secretary.

The re-appointment by the City Council of 1916 of Sir Adam Beck and Philip Pocock, for two-year terms, and the election of H. A. Stevenson, M.D., as Mayor made the personnel for 1916:

SIR ADAM BECK, M.L.A., Chairman.

PHILIP POCOCK, Vice-Chairman.

M. D. FRASER, K. C., Commissioner.

LT.-COL. WILLIAM SPITTAL, Commissioner.

H. A. STEVENSON, M.D., Mayor.

Col. Spittal and Mr. Fraser were re-appointed for two years, and Dr. Stevenson was re-elected Mayor in 1917, and the personnel of the Board was unchanged.

The death of Mr. Fraser occurred on January 25, 1918, and Dr. R. W. Shaw, M.D., was appointed by the City Council to the vacancy, Sir Adam Beck and Mr. Pocock being re-appointed for a further term of two years. Charles R. Somerville was elected Mayor, the personnel of the Commission in 1918 being:

SIR ADAM BECK, M.L.A., Chairman.

PHILIP POCOCK, Vice-Chairman.

LT.-COL. WILLIAM SPITTAL, Commissioner.

R. W. SHAW, M.D., Commissioner.

C. R. SOMERVILLE, Mayor.

In 1919 Dr. Shaw was re-appointed for two years, and Mr. W. A. Martin was appointed in place of Col. Spittal. The personnel became:

SIR ADAM BECK, M.L.A., Chairman.

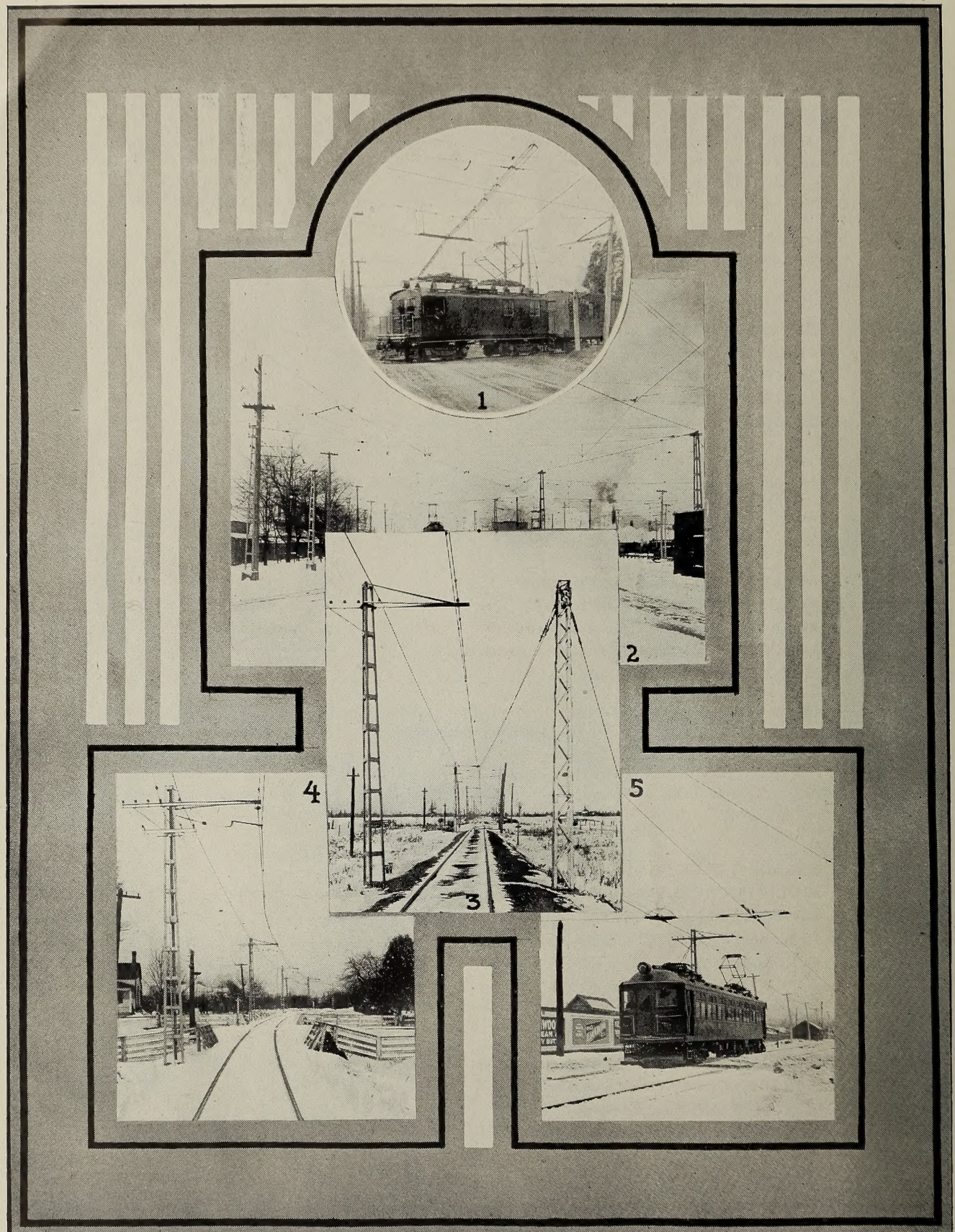
PHILIP POCOCK, Vice-Chairman.

W. A. MARTIN, Commissioner.

R. W. SHAW, M.D., Commissioner.

C. R. SOMERVILLE, Mayor.

It will be noted that the Commission is reorganized for each calendar year, whereas the fiscal year of the Railway terminates on June 30. Where reference is made in the financial report to the year of 1916, 1917, 1918 or 1919, the period alluded to is the 12 months prior to June 30 in the year named.



1—Trolley guard type street railway crossing, Horton street, London.

2—Overhead cross-span construction, London yards, near Colborne street.

OVERHEAD CONSTRUCTION ON L. & P. S. R.

3—Main line overhead construction showing method of dead-ending a siding.

4—Main line curve overhead construction near Port Stanley.

5—Interlocked cut-out switch type street railway crossing, Ottawa avenue, London.

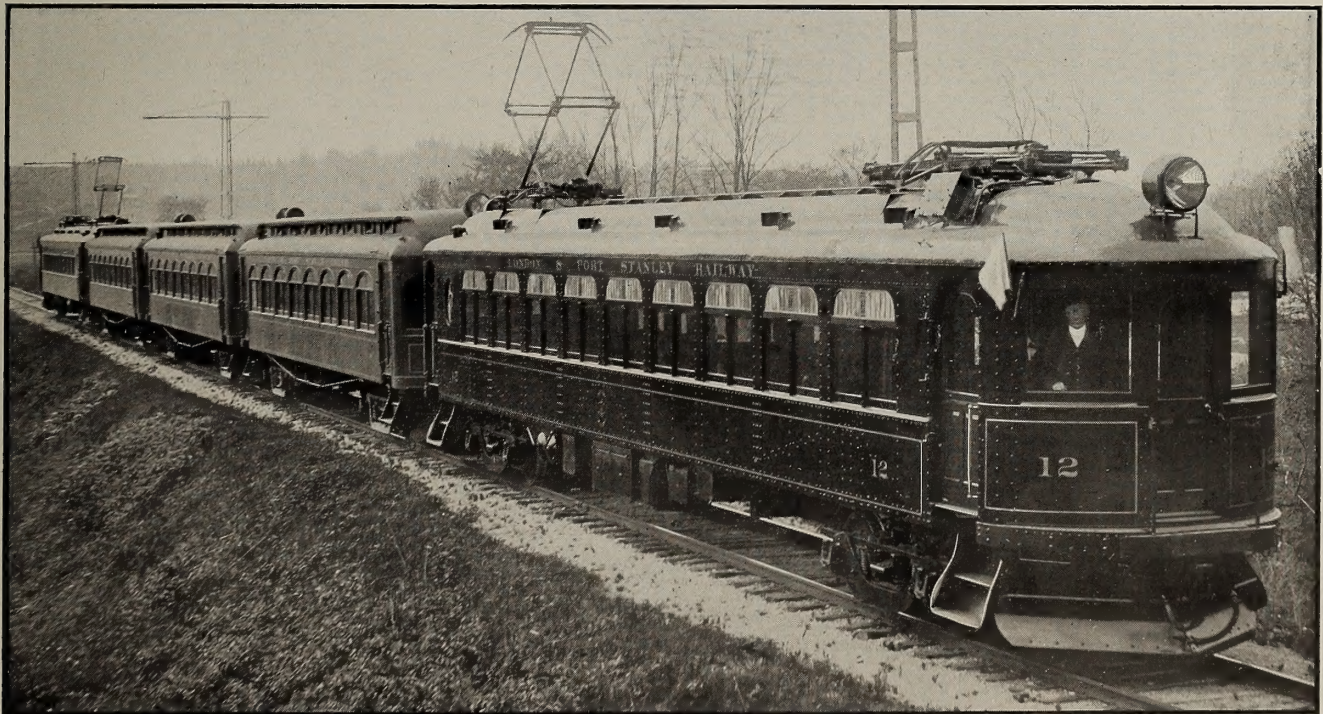
Four Years of Operation

How Public Ownership and Hydro Electric Power Have Made the L. & P. S. R. Serve and Prosper.

The London Railway Commission herewith presents for public consideration a record of the first four years of operation of the London and Port Stanley Railway following its electrification and municipalization, by the City of London.

The confirmed statistical statements, showing that the reconstruction scheme was carried out well within the original estimates, and that the railway, after fifty years of virtual bankruptcy, has been established on a sound, revenue-producing basis, are convincing evidence of the extraordinary results obtained by the people in conducting in their own behalf, a utility that had never been other than a failure in the hands of private lessees.

In considering the achievements of the people certain co-incident circumstances having an important bearing on the whole enterprise should be borne in mind: Sir Adam Beck presented his report advocating electrification, on July 5, 1912. The people authorized the adoption of the plan at a special election held Oct. 22, 1913. The European War involved Great Britain and Canada, on August 4, 1914. Economic conditions immediately began to assume an abnormal state. The cost of loans with which to carry on the work of rehabilitation and electrification advanced seriously above the rates on which the estimates had been based. The purchasing power of the dollar shrunk. The whole world entered upon a new regime, in which the costs of wages and all materials required, both for construction, and later for operation, mounted to levels previously unheard of. Regular electric railway service under municipal management commenced July 1, 1915, the first three years of operation, covered by this report, being perhaps, the most violent, uncertain and difficult to gauge of the whole war period.



STANDARD L. & P. S. R. PASSENGER TRAIN

Coaches of the No. 12 Type are 72 foot, all steel, 500 horsepower motor cars, equipped with general passenger, smoking and express and baggage compartments. They are finished in inlaid mahogany and Pullman plush, and are electrically heated and ventilated.



ARRIVAL OF PICNIC TRAIN AT PORT STANLEY BEACH

Double tracking to facilitate the arrival and departure of trains in rush periods, and an extensive new platform, with pretty and spacious passenger shelter, are appreciated improvements at the Beach Terminus.

Recovery of Lost Passenger Traffic

The first and most notable result of electrification and municipalization has been the redemption of the railway from the status of a neglected "coal-drag" line, and its establishment as the finest electric passenger and freight railroad in America.

The old regime marked by unsafe, uncomfortable and unclean trains which irregularly and tortuously travelled between London and the Lake is contrasted with the new order characterized by high speed, wholesome and well-ventilated steel coaches, operating in both directions on a fast, frequent and dependable schedule.

The total number of passengers carried on the line on steam trains in 1910 was recorded at 168,557. Unsatisfactory service drove patronage from the Railway, depriving the public of the convenience and economic advantages of suitable transportation facilities, and as a result only 132,669 passengers were carried in 1914. The trend, because of progressive decay of the property, continued downward, and in the last year of private steam operation only 105,559 patronized the line.

"It is estimated that with the superior service and schedule proposed the passengers carried over this road will not be less than 450,000 per annum," was the promise held out by Sir Adam Beck in his report dated July 5, 1912.

Passenger Business Increases Nine-fold

The first year of municipal operation, ending June 30, 1916, witnessed the fulfilment of this estimate. Traffic increased for the first time within easy recollection, and multiplied five-fold over the total of the previous year. Passenger patronage reached the record of 548,326. Improvements at the lakeside were concentrated upon, and this fact coupled with increased public appreciation of the advantages of convenient communication brought an expansion of traffic in the second year of operation to 726,799. The third year of municipal control produced a record of 842,641 passengers carried,—more than eight times as many as traveled on steam trains in the last year of their operation. The fourth year, ending June 30, 1919, topped even this record with a total of 958,587.



SERVING THE PEOPLE BETTER AT THE LAKESIDE

1—Check room, made more profitable by installation of peanut and popcorn machine.

2—Cinder park, provided for automobiles, adjacent to bathhouse and cafeteria.
3—Scene along board walk, looking east toward bathhouse.

4—Popular and heavily patronized refreshment booth on board walk.
5—Sanitary comfort station, on beach.

Thus it will be seen that the old order marked by a steady decline in travel has given place to a new condition, in which each year's business prosperously expands. It is not doubted that the Railway will soon attain a record of a million passengers a year.

Attention given to the maintenance of a high-class service is reflected in the passenger car mileage figures for the period covered by this report. During the year ending June 30, 1916, the total was 329,435 miles. The development of traffic called for the operation of more trains, and in the following year the passenger car mileage grew to 440,315. The high standards of the L. & P. S. R. were maintained by operation of 486,130 passenger car miles in the year ending June 30, 1918, and of 525,126 passenger car miles in the ensuing twelve months.



195,248 RODE IN 1918

Multiplication of patronage followed purchase of the Incline Railway by the L. & P. S. R. Service was perfected and fares were cut to half the old rates.



WOODLAND BEAUTY OF L. & P. S. PARK

The old vehicular roadway to Invererie Heights was converted into an attractive footpath.

The replacement of steam engines and the substitution of electric locomotives has enabled the L. & P. S. R. to sustain records for regularity and reliability throughout the year, but particularly during the winter months. Before electrification heavy snow storms and severe weather were responsible for frequent prolonged blockades, some of which had endured for days at a time. The extinguishing of fires, and inability to steam at times crippled half a dozen locomotives along the line, leaving passenger and freight trains snowbound.



A STUDY IN CONTRASTS

1 and 2—The efficient electric locomotive replaces the old steam shunting engine at the car-ferry slip dock, Port Stanley.
3 and 4—"Before-and-After" effect at the Beach Terminal. The dilapidated platform cars and smoky feeble locomotives, superseded by thousand-horse-power, solid - vestibuled, fast and frequent electric trains.

**Electricity
Has Made Service
Dependable**

Since the electrification of the Railway there has never been an actual snow blockade, and during the continental blizzard of January, 1918, the L. & P. S. R. was the only railway in Western Ontario to maintain a virtually uninterrupted service. All of the trunk steam railroads were absolutely blockaded, the L. & P. S. R. accepting their passengers for transfer and continuing meanwhile to maintain a dependable schedule.

The maintenance of such service has been of inestimable advantage to shippers, who have benefitted by the fulfilment of the pre-electrification pledge to provide "express service at freight rates." Rapid and direct connections are provided with all of the steam railways operating through both London and St. Thomas, and with the harbor at Port Stanley. All shipping connections established before electrification have been retained and others, including the Wabash Railroad have been added. The Railway is indisputably open to provide running rights for all railways crossing Western Ontario, and is recognized as the nucleus for the establishment of the projected system of hydro electric radials.

Port Stanley is to furnish the lake outlet for 62 municipalities served by 300 miles of the radial railway system.



ELECTRIC LOCOMOTIVES ARE DEPENDABLE

"Express Service at freight rates" is a slogan fulfilled in operation. The L. & P. S. R. has never experienced a snow blockade since its electrification.



PICNIC SCENE ON INVERERIE HEIGHTS

Such crowds in L. & P. S. Park at Port Stanley are everyday occurrences during the summer months.

The road, operated for the benefit of the people, prospers on the cheapest rates in America; rates fixed by the railway itself without pressure or competition. Thus London has been made independent of the steam railways. The Port, closed by the executed designs of the private lessees, has been re-opened. Translake commerce is already developing, and thus is being fulfilled the purpose of the early '50's to put the city and district in independent and direct connection with Great Lakes shipping.

The freight patronage yielded an annual revenue varying from \$143,000 to \$149,000 during the first three years of municipal operation, and increased to \$188,187 in the fourth year.

While the principal purposes of the improvements made at Port Stanley were the establishment of an attractive resort for the people, and the co-incident development of summer excursion traffic, the L. & P. S. R. Park yields a substantial income. During the year ending June 30, 1918, when bath-house, cafeteria, incline railway, tea-house, refreshment booth, check-room and other services were in operation, the park revenue totalled \$29,020.79, but 1919 witnessed an increase to \$52,317.02.

L. & P. S. Park on Sound Basis Financially

As a further means of increasing the popularity of Port Stanley a policy of charging only fair prices, and of employing staffs sufficiently large to insure good service, even on the days of heaviest patronage, was strictly adhered to. The expenses of the Park for 1919 were \$42,925.57; the net revenue of the various enterprises being \$9,391.45. It will thus be seen that the Park amusements are on a sound financial basis.

Upon obtaining possession of the road the commissioners found that L. & P. S. R. property at various points was being utilized, in some cases by squatters who claimed ownership rights, and in other instances by parties who paid insufficient rentals. Steps were at once taken to safeguard the rights of the City of London, and the adjustment of rentals has been a contributing factor in the increase of earnings shown under the heading of miscellaneous revenue. It will be seen that such miscellaneous income, exclusive of the L. & P. S. R. Park, advanced from \$13,266.35 in the first year of operation to \$20,541.32 in the fourth year.

The electrification of the London and Port Stanley Railway has never cost the taxpayer of London one dollar, nor is there any reason to believe that it ever shall. On the contrary, the revenues of the Railway have, from the commencement of operation, yielded the most substantial profits. The commission pays to the City of London a rental of \$20,000 per annum, thus giving a greater return on the original investment than had ever been secured in the road's history.

Money has been set aside in sinking fund to pay off the debenture debt in thirty years, but conservative opinion is that the earnings of the road will be sufficient to cancel the debt long before the bonds mature.

Through appropriations, out of earnings, for this sinking fund, as shown in the appended table, the people's equity in the property has been increased by \$57,749.95 in the first four years of operation, such appropriations increasing from \$12,915.37 in the first year to \$19,154.17 in the fourth year.



THE CHILDREN'S PLAYGROUND IS WELL EQUIPPED

A suitable location on Invererie Heights in the L. & P. S. park is equipped with teeters, may-poles, swings and other devices particularly designed to please "the kiddies."

All Capital Charges And Taxes Are Regularly Paid Notwithstanding the fact that interest charges on the electrification bond issues are approximately \$21,000 per annum more than was anticipated, that obligation and all others have been regularly met from the Railway's earnings. The electrification estimates, which were prepared before the war, anticipated that money would be available at $4\frac{1}{2}$ per cent. interest. When the bonds were issued it was found necessary to sell \$840,000 to yield $6\frac{1}{2}$ per cent. and \$291,000 to yield 6 per cent. From the first year's revenues, sinking fund which accrued during the six months prior to the commencement of operation, was paid. The Railway is now paying taxes to London and the other municipalities substantially in excess of the amounts which the Pere Marquette had paid as lessee before municipalization, while out of its surpluses the commission, during the war made generous contributions to the British and Canadian Red Cross Societies.

The actual financial profit to the people of London as owners of the Railway, is shown after four years of operation in this condensed summary of rent paid over to the city council, of sinking fund for the reduction of debt, and of surplus earnings after all other capital and operating charges have been met:

	1916	1917	1918	1919	Totals
RENT.....	\$20,000 00	\$20,000 00	\$20,000 00	\$20,000 00	\$ 80,000 00
SINKING FUND	12,915 37	10,914 12	14,766 29	19,154 17	57,749 95
SURPLUS.....	18,474 14	26,581 48	23,503 97	31,053 28	99,612 87
GRAND TOTALS	\$51,389 51	57,495 60	58,270 26	70,207 45	237,362 82



A LONDON--CLEVELAND BASEBALL MATCH

Both land and water sports contribute to the entertainment of Port Stanley summer visitors.

Thus it will be seen that the London and Port Stanley Railway, which in the days of steam operation yielded only \$14,000 to \$17,000 a year, has been converted through electrification and municipal operation into an enterprise productive of an actual return of nearly a quarter of a million dollars profit in four years and of an amount in excess of \$70,000 for the fourth year alone.

**Property Maintained
in Excellent
Condition**

Meanwhile the value of the property itself has expanded in a manner that has meant a further gain of hundreds of thousands of dollars to the people. The program of improvements has included the construction of new track amounting to ten per cent. of the former total, as a result of which the railway mileage is now 44.5.

Cars, locomotives, copper, steel and other supplies were purchased so advantageously that they are to-day worth double the price paid for them.

Maintenance of way and structures and of all equipment has been carefully provided for, the sustained excellent condition of the property four years after rehabilitation contrasting in a striking manner with the dilapidation and decay of the days of private steam operation.

Reference to the detailed reports will show that the cost of rehabilitation, electrification, equipment, new buildings, park improvements, etc., to June 30, 1919, is \$1,234,866.50. This amount was provided through advances of \$1,131,000 upon issuance of city debentures, and the re-investment in the property of \$103,866.50 from the surplus earnings of the Railway.

One of the extraordinary successes achieved by the people in operation of their own property, has been the doubling of the estimate of gross earnings four years after the commencement of electrical operation. The first year produced a gross revenue of \$281,058.32. The \$300,000 mark was passed in the second year when the total advanced to \$316,685.21. The third year was marked by a continued expansion of traffic with a total of \$368,914, while in the fourth year an increase of more than \$130,000 touched the record-breaking total of nearly half a million dollars—\$499,656.19.

Adherence to the highest ideals, to the strict exclusion of graft, politics or favoritism, has contributed to the development of the highest efficiency. A loyal staff has been accorded generous treatment, as evidenced by wage increases of 105 per cent. during the war period, and the adoption of the eight-hour day. It is a noteworthy fact that during the whole disturbed war period there has never been any threat or suggestion of strike, and a recognized desire for fairness has even made a wage agreement unnecessary, in the view of both the commissioners and the organized employees.

War conditions attended by tremendous advances in the costs of all materials, and the granting of such substantial wage increases, seriously influenced operating costs, while augmentation of service to accommodate the increased freight and passenger patronage was also an important factor. Total operating expenses were \$180,619.88 in 1916; \$207,356.08 in 1917; \$254,659.85 in 1918, and \$350,740.61 in 1919.

**The Triumph
Of The People's
Enterprise**

Thus a railway which for sixty years failed financially of its promoters' expectations, and which was once abandoned by a private trunk line as not worth a rental of a dollar a year, has become a genuine asset to the people of London, furnishing most excellent freight and passenger service and connections, and unsurpassed facilities for the accommodation of other railways whether operated by steam or electricity. The judgment of the majority who on Oct. 22, 1913, voted in favor of municipalization and electrification has been vindicated beyond dispute. The overwhelming confidence of the public has been gained. Property values in the territory served, not only in urban centres, but along the country concessions, have been appreciably enhanced; shippers have gained "the only safe and legitimate method of controlling freight rates;" and to the London taxpayer has been brought the boon of a railway which serves him well, stands on its own feet financially, earns substantial cash surpluses after all charges have been met, and enjoys a rapidly increasing patronage.

General Balance Sheet for Year Ended June 30th, 1919

ASSETS

ACCOUNTS RECEIVABLE:

Agents' Accounts	\$ 5,541 85	
Freight in Transit.....	1,563 79	
Various Persons.....	10,193 36	
	<hr/>	\$ 17,299 00

INVENTORIES AND PREPAIDS:

Insurance.....	\$ 1,890 66	
General Stores.....	86,405 08	
Port Stanley Stores.....	13,823 28	
Advances.....	80 61	
	<hr/>	\$ 102,199 63

PROPERTY INVESTMENT:

Railway and Equipment advances from the City of London.....	\$1,131,000 00	
Less Sinking Fund Provided.....	57,749 95	
	<hr/>	1,073,250 05

Advances from revenue funds of the London Railway

Commission.....	103,866 50	
	<hr/>	\$ 1,177,116 55

\$1,296,615 18

LIABILITIES

BANK OF MONTREAL:

Balance to Cover Outstanding Cheques.....	\$ 23,649 61
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ACCOUNTS PAYABLE:

Audited Vouchers.....	\$ 55,025 37	
Railway Companies.....	3,590 08	
Pay-Rolls.....	13,599 01	
Various Persons.....	17,680 15	
	<hr/>	89,894 61

CITY OF LONDON:

Sinking Fund.....	10,208 04
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CITY OF LONDON:

Advances on account of debentures.....	1,131,000 00	
Less Sinking Fund provided.....	57,749 95	
	<hr/>	1,073,250 05

SURPLUS FROM OPERATION:

For year 1915-16.....	\$ 18,474 14	
1916-17.....	26,581 48	
1917-18.....	23,503 97	
1918-19.....	31,053 28	
	<hr/>	99,612 87

\$1,296,615 18

Gross Earnings, Operating Expenses, and Gross Income for the years Ended June 30th, 1916, 1917, 1918 and 1919

GROSS EARNINGS:	1916	1917	1918	1919
Passenger.....	\$118,173 49	\$153,312 95	\$177,598 28	\$238,610 55
Freight.....	149,618 48	147,826 72	143,608 96	188,187 30
Miscellaneous				
Rentals.....	13,266 35	15,545 54	18,686 02	20,541 32
Port Stanley Con- cessions.....			29,020 79	52,317.02
Total Earnings.....	\$281,058 32	\$316,685 21	\$368,914 05	\$499,656 19
OPERATING EXPENSES:				
Maintenance of Way and Structures.....	\$ 12,573 03	\$ 19,567 74	\$ 18,829 42	\$ 49,759 12
Maintenance of Equip- ment.....	14,138 76	26,259 86	23,030 95	33,784 55
Transportation.....	109,491 20	107,684 39	112,789 78	131,514 29
Traffic.....	4,420 00	4,718 86	6,977 88	12,722 29
General				
Miscellaneous.....	39,996 89	49,124 23	70,761 10	80,034 79
Port Stanley Con- cessions.....			22,270 72	42,925 57
Total Expenses.....	\$180,619 88	\$207,356 08	\$254,659 85	\$350,740 61
GROSS INCOME.....	\$100,438 44	\$109,329 13	\$114,254 20	\$148,915 58

Income Statement for the Years Ended June 30th, 1916, 1917, 1918 and 1919

GROSS EARNINGS	1916	1917	1918	1919
Passenger.....	\$118,173 49	\$153,312 95	\$177,598 28	\$238,610 55
Freight.....	149,618 48	147,826 72	143,608 96	188,187 30
Miscellaneous.....	13,266 35	15,545 54	47,706 81	72,858 34
	\$281,058 03	\$316,685 21	\$368,914 05	\$499,656 19
OPERATING EXPENSES.....	180,619 88	207,356 08	254,659 85	350,740 61
GROSS INCOME.....	\$100,438 44	\$109,329 13	\$114,254 20	\$148,915 58
DEDUCTIONS FROM INCOME:				
Taxes.....	\$ 6,962 64	\$ 3,166 25	\$ 2,251 38	\$ 5,028 96
Interest.....	40,786 29	48,667 28	53,732 56	73,679 17
Rental.....	20,000 00	20,000 00	20,000 00	20,000 00
	\$ 67,748 93	\$ 71,833 55	\$ 75,983 94	\$ 98,708 13
NET INCOME.....	\$ 32,689 51	\$ 37,495 60	\$ 38,270 26	\$ 50,207 45

Profit and Loss Statement for the Years Ended June 30th, 1916, 1917, 1918 and 1919

	1916	1917	1918	1919
NET INCOME FROM OPERATIONS..	\$32,689 51	\$37,495 60	\$38,270 26	\$50,207 45
SPECIAL DEDUCTIONS:				
Donations to British Red Cross and Canadian Red Cross.....	\$ 1,300 00			
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	\$31,389 51	\$37,495 60	\$38,270 26	\$50,207 45
Sinking Fund — 6 months Jan. 1, 1915, to June 30, 1915, during construction and previous to the road being opened for operation.....	\$4,139 58			
Sinking Fund for year ended June 30.....	\$8,775 79	\$12,915 37	\$10,914 12	\$14,766 29
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SURPLUS.....	\$18,474 14	\$26,581 48	\$23,503 97	\$31,053 28

Summary of Profit and Loss Statement

Surplus for year ended June 30th, 1916.....	\$18,474 14
" " " " " " 1917.....	26,581 48
" " " " " " 1918.....	23,503 97
" " " " " " 1919.....	31,053 28
	<hr/>
Total Surplus.....	\$99,612 87



L. & P. S. BATH-HOUSE AND CAFETERIA

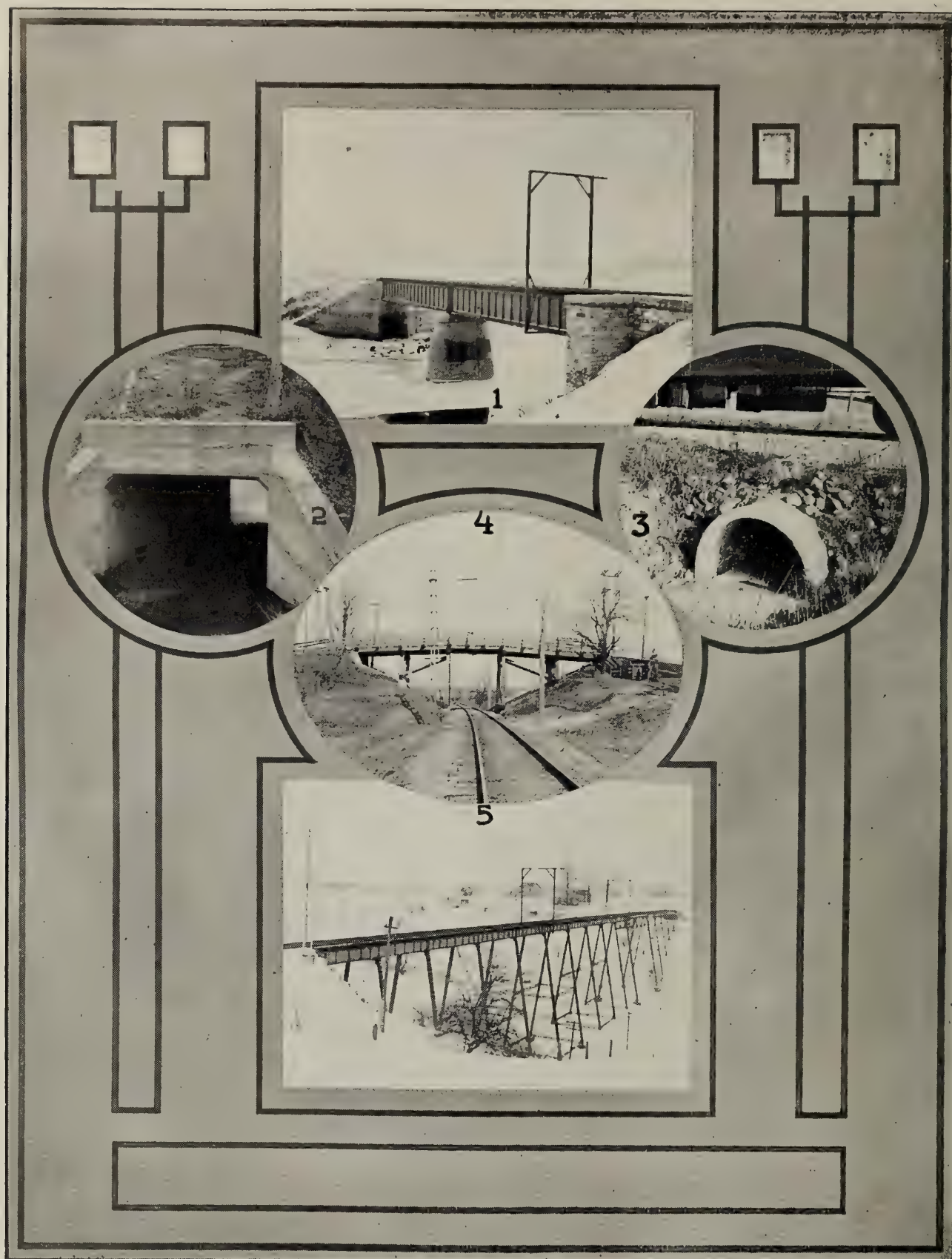
Comparative Statistical Statement for Years Ended June 30th, 1916, 1917, 1918 and 1919

	1916	1917	1918	1919
Passengers Carried.....	548,326	726,799	842,641	958,587
1914—132,669 under P.M.R.				
1915—105,559 under P.M.R.				
Total Passenger Revenue.....	\$114,869.62	\$147,470.44	\$170,861.75	\$225,286.12
Average Fare per Passenger..\$	.2095	.2033	.2027	.2350
Passenger Car Mileage.....	329,435	440,315	486,130	525,126
Freight and Express Car Mileage.....	220,175	403,747	347,437	335,016
Total Car Revenue (Pass. and Frt.).....	\$267,791.97	\$301,139.67	\$321,207.24	\$426,797.85
Total Misc. Revenue.....	\$ 13,266.35	\$ 15,545.54	\$ 18,686.02	\$ 20,541.32
Car Revenue per Car Mile...\$	.4873	.3567	.3853	.4962
Misc. Rev. per Car Mile.....\$	.0241	.0184	.0223	.0239
Total Operating Expenses.....	\$180,619.88	\$207,356.08	\$232,389.13	\$307,815.04
Operating Expenses per Car Mile.....	\$.3287	\$.2457	\$.2787	\$.3578
Expenses per Car Mile.				
Maintenance of Way and Structures	\$.0228	\$.0232	\$.0226	\$.0578
Maintenance of Equip- ment.....	\$.0257	\$.0311	\$.0276	\$.0393
Transportation.....	\$.1994	\$.1276	\$.1353	\$.1529
Traffic.....	\$.0080	\$.0056	\$.0083	\$.0148
General and Misc.....	\$.0728	\$.0582	\$.0849	\$.0930
Oper. Expenses and Taxes per Car Mile.....	\$.3413	\$.2494	\$.2814	\$.3637
Electrification Cost per Mile of Road.....	\$ 20,898.02	\$ 25,055.06	\$ 26,904.61	\$ 27,875.09
Pay-Rolls.....	\$102,633.33	\$142,984.67	\$147,769.88	\$199,697.91
Employees (Avge. Number)				
General Administration....	12	17	21	21
Maintenance.....	71	66	77	77
Transportation.....	107	80	72	71
	190	163	170	169
Revenue Port Stanley Con- cessions.....			\$ 29,020.79	\$ 52,317.02
Expenses Port Stanley Con- cessions.....			\$ 22,270.72	\$ 42,925.57
Net Revenue.....			\$ 6,750.07	\$ 9,391.45

NOTE—Port Stanley figures are shown separately and are not included in total revenues, expenses, etc.

Cost of Electrification and Equipment June 30th, 1919

ACCT. No.	NAME.	AMOUNT.
501.	Engineering and Superintendence.....	\$ 27,303 75
502.	Right of Way.....	4,856 09
503.	Other Land used in Elec. Ry. Operations	8,318 31
504.	Grading.....	42,687 94
505.	Ballast.....	21,378 39
506.	Ties.....	39,748 21
507.	Rails, Rail Fastenings and Joints.....	108,083 90
508.	Special Work.....	15,363 19
510.	Track and Roadway Labor.....	38,979 29
511.	Paving.....	507 89
512.	Roadway, Machinery and Tools.....	3,866 93
515.	Bridges, Trestles and Culverts.....	24,991 75
516.	Crossings, Fences and Signs.....	22,215 40
517.	Signals and Interlocking Apparatus.....	6,588 45
518.	Telephone and Telegraph Lines.....	9,078 22
519.	Poles and Fixtures.....	72,198 76
521.	Distribution System.....	116,802 61
522.	General Office Buildings.....	869 37
523.	Shops and Carhouses.....	69,840 81
524.	Stations, Misc. Buildings and Structures.....	47,674 89
525.	Wharves and Docks.....	53 07
526.	Park and Resort Property.....	116,790 25
527.	Cost of Road Purchased	10,000 00
528.	Reconstruction of Road Purchased.....	46 66
529.	Other Expenditures, Way and Structures.....	185 93
530.	Passenger and Combination Cars.....	207,473 09
531.	Freight, Express and Mail Cars.....	8,500 74
532.	Service Equipment.....	5,751 20
533.	Electric Equipment of Cars.....	68,224 26
534.	Locomotives.....	87,763 65
536.	Shop Equipment.....	13,943 21
537.	Furniture.....	7,873 04
538.	Miscellaneous Equipment.....	234 16
543.	Substation Equipment.....	1,188 17
546.	Law Expenditures.....	2,257 85
547.	Interest.....	16,805 05
548.	Injuries and Damages.....	1,257 87
550.	Miscellaneous.....	5,164 15
		\$1,234,866 50



TYPICAL BRIDGES AND CULVERTS ON L. & P. S. R.

1—Thames River Bridge, London.
2—Type of cement arch culvert with wing walls.

3—Type of reinforced concrete-pipe culvert.

4—Overhead highway bridge at Pond Mills.
5—Kettle Creek steel trestle, St. Thomas.

The Days of Steam Operation

An Historical Sketch of the London & Port Stanley Railway from its Inception Until Electrification.

Before London was a city, and while British North America was still "The Province of Canada," the London and Port Stanley Railway was established the project of energetic and far-sighted pioneers who, even in those early days, impressed upon their fellow townsmen the urgency of governing railway freight rates through water competition.

Notwithstanding the hardships imposed by travel in wagons over new trails cut through primeval forests, the hardy settlers from the British Isles had pressed resolutely on from Hamilton harbor into the Western Peninsula, and though without railway accommodation the town of London developed a healthy commerce and gave promise of its future greatness. Followed the projection of the London and Gore Railway, which subsequently became known as the Great Western Railway, and still later as the Grand Trunk.

London in the meanwhile had learned the value of her proximity to Port Stanley, and, throughout the years of the forties and early fifties, she had placed substantial reliance upon the service of freight and passenger wagons driven over rough high-ways between the town and Lake Erie. During the summer months many ships called, the development of the harbor being encouraged by Col. the Honorable Thomas Talbot, for the particular benefit of his settlement that fringed the lake; in winter the London vehicles frequently crossed to Cleveland on the ice.

The Inception of the Railway Scheme in 1853

The L. & P. S. R. had its inception at a public meeting held in London in January, 1853, the chief promoters being Murray Anderson, afterward president of the railway, and first mayor of the City of London, and John Carling, later Sir John, who represented London in both federal and provincial constituencies.

The act to incorporate the railway, Chapter 133, of the Statutes of Canada, was assented to May 23, 1853, by "The Legislative Assembly of the Province of Canada" sitting, so the preamble sets forth, by authority of "An Act to re-unite the provinces of Upper and Lower Canada, and for the Government of Canada."

The persons authorized by that act to proceed with the Railway were M. Anderson, G. W. Boggs, W. D. Hale, G. R. Williams, Robert Thomson, William H. Higman, J. M. Batt, Boyce Thomson, Lawrence Lawrason, Lionel Ridout, S. S. Pomeroy, E. Jones Parke, E. Leonard, William Smith, S. Morrill, Freeman Talbot, Ellis W. Hyman, Thomas C. Dixon, Alexander Anderson, Thomas Carling, Edward Adams, Samuel Peters, John K. Labatt, William Barker, Daniel Harvey, Murdoch McKenzie, Crowell Willson, and Cyremus D. Hall.

The act empowered the Company thus established "to make and complete a railway, from such point on the Great Western Railway, at or near the Town of London, as shall be found most convenient and advantageous for the intersection thereof, to Port Stanley on Lake Erie."



TYPICAL TUGS OF GREAT LAKES' GREATEST FISHING FLEET

The southern terminus of the L. & P. S. R. is the home port of the greatest fishing fleet operated on the Canadian side of the Great Lakes.

An issue of £150,000 of capital stock, in shares of £25 each, was authorized, while the Company was empowered to mortgage and borrow for the purpose of completing, maintaining or working the road.

The concluding paragraphs of the Act, should such an agreement be deemed expedient by the parties concerned, authorize the amalgamation of the London and Port Stanley Railway with the Great Western Railway (now the G. T. R.) "or for the purchase by one company of the railway of the other."

The Financial Interest of the City of London

The Town of London, in August, 1853, concluded to take £25,000 stock in the Company, this amount being subsequently increased, to such an extent that in 1885 it was stated before the London Railway Committee that the corporation had £162,850 in the venture, the accrued defaulted interest being included in the amount. It was also stated, by the same authority, that the railway was then indebted to London for \$502,126 of defaulted interest payments, etc. There is record of an advance of £30,000 by the city to the railway, on January 27, 1857, while a book on Canadian Railways, published in 1870, states that at that time the stock subscribed by the different municipalities was as follows: London, \$220,000; Middlesex County, \$80,000; Elgin County, \$80,000; City of St. Thomas, \$8,500. Total, \$388,500. The amount of private stock held at that time was only \$27,650.

The auditor's report of the City of London, 1918, carries the railway as it stood before electrification and rehabilitation as "Net asset to amount of original bonds only—\$765,311."

Difficulties beset the treasury from the first day of operation, principally because of the fact that the cost of construction mounted to a sum \$400,000 in excess of the estimated cost. Heavy cuttings, long embankments and expensive bridges were responsible.

The line, with its wooden bridges, 56-pound iron rails, and 5½-foot gauge was opened for traffic on Oct. 2nd, 1856.

In 1870, fourteen years after the inauguration of service, revenue was \$43,002.44, and operating expenses \$30,293, leaving a net profit of \$12,709.44. This was obtained from a train mileage of 48,418, of which over 90 per cent. was revenue traffic. The total operating cost, including repairs, etc., was 62 cents a train mile.

Reports for the period from 1860 to 1870 show that in no year did gross earnings fall below operating expenses.

**Benefits Result
From Establish-
ing Water Com-
petition**

The projectors of the railway had had in view the general development of London and its environs, and of the territory traversed between this city and the Lake, rather than any expectation of profit to be directly derived from revenue. In the early days, it appears, that traffic anticipated was not realized, but by establishing water competition, a reduction in freight rates on farm produce and merchandise of as much as 50 per cent. was gained, and thus was fulfilled the object for which the line was built.

The rolling stock in 1860 comprised two locomotives, "The Anderson" and "The Lawrason," 3 passenger cars, 42 freight cars, and two baggage cars. This had been increased by 1870 by the addition of three passenger cars and two more freight cars. The freight cars were of 16,000 pounds capacity. During the decade preceding 1870 passenger patronage increased from 21,919 to 44,427, or more than 100 per cent., while freight tonnage advanced 30 per cent. from 16,780 to 23,831.

The continued inability of the London and Port Stanley Railway to meet its capital obligations, however, and the recurring calls for municipal assistance had given rise to an agitation for reorganization, out of which developed the lease of the road to the Great Western, for 20 years from March 24, 1874.

This had been preceded on April 25, 1870, by an event of much importance to the future of the line in London.

The Great Western in that year found itself in need of a strip of land 110 feet by 500 feet, on the north side of Bathurst Street between Waterloo and Colborne Streets. The L. & P. S. R. owned the property and entered into an agreement with the G. W. R., to lease it to the latter company for a period of 99 years, "for the purpose of erecting workshops thereon." This requirement was fulfilled and such use was made of the land until the removal of the Grand Trunk roundhouse to Rectory Street.

**London Secures
99-Year Rights
in G. T. R.
Terminals**

In return for this privilege the L. & P. S. R. secured existing rights to the use of the Grand Trunk Depot in London, free of charge. The Great Western covenanted to extend to patrons of the L. & P. S. R. all privileges "in the manner and to the extent the Great Western shall accord to passengers travelling by its lines." The lease specifically gives to the L. & P. S. R. the use of waiting rooms, platform, and baggage checking facilities, and requires the Grand Trunk, as successor to the Great Western, to sell tickets to L. & P. S. patrons. The effect of this agreement following the return to municipal operation and electrification of the L. & P. S. R. will be shown hereafter.

Four years later when the Great Western became the lessee of the L. & P. S. R. the gauge of the latter company's tracks was changed from 5½ feet to conform to the 4 feet 8½-inch standard which the G. W. R. had adopted. The remaining rolling stock was sold to the Great Western. The absorption of the Great Western by the Grand Trunk on August 12, 1882, placed the L. & P. S. R. again under new management, the Grand Trunk continuing operation of the City Railway under the 20-year lease.

Prior to that time Port Stanley had been an important lake terminal. Many ships called and the L. & P. S. R. enjoyed a somewhat lucrative freight business. Under the Grand Trunk administration, however, new regulations, principally respecting the responsibility for collection of shipping charges, were resented by the ship owners. They claimed that the railway policy harassed them, and within an incredibly short period the lake connection virtually collapsed, leaving shippers again dependent upon the trunk line steam roads.

Toward the close of that period the Grand Trunk evidenced a desire to acquire the L. & P. S. R. During September, 1892, an issue developed, in which many citizens observed what they believed to be an attempt on the part of the G. T. R. to force the city to sell out at a very low price. London did not respond to pressure; negotiations failed and the Grand Trunk, withdrawing its rolling stock, refused to give further service. Railway men of that time are agreed that the Grand Trunk knew how to move in a thorough manner, for at midnight on the day of their departure, stations, shops and line were stripped clean, even to the water barrels from the bridges.

During the ensuing year the City of London acquired the stock held by the City of St. Thomas.

The abandonment of the road by the Grand Trunk was followed by negotiations between the City and a group of American capitalists, known as The Millar Syndicate, who represented large coal mining interests in the United States. They appointed John Larmour, a former Grand Trunk official at London, as their superintendent, and shipped from Philadelphia two mountain type locomotives for the operation of the road. They reached London C.O.D., although virtually no funds had been made available to Mr. Larmour. Inspection at once revealed that they were too heavy for the bridges and way of the L. & P. S. R. line, and upon Mr. Larmour so reporting, they were transshipped to Virginia. Operation was not attempted and the syndicate forfeited \$25,000, which had been deposited with the city.

Arrangements were meanwhile made under which the Michigan Central Railroad operated the line on a month to month basis, but the M.C.R.R. also tired of the proposition and advised the city to hasten action to place the road in other hands.

Then followed the completion of an agreement, on Dec. 1, 1893, under which the Lake Erie and Detroit River Railway Company leased the line for a period of 20 years from January 1, 1894. It was agreed that the lessees should pay a rental of \$10,000 a year, and in addition 10% on all gross earnings exceeding \$80,000 per annum. The Pere Marquette Railway took over the L. E. & D. R. R. in 1906, and with it the unexpired portion of the L. & P. S. R. lease, together with an agreement dated May 1, 1896, under which the Michigan Central Railroad was given running rights between St. Thomas and London.

Extension of Lease to Steam Roads Balked

Elsewhere in this volume is recounted a record of the events leading up to the fulfillment of the electrification project, and in this connection reference is made to negotiations in 1902, by the Lake Erie and Detroit River Railway. At that time it became necessary to re-construct certain structures on the London & Port Stanley Railway in order that safe and satisfactory operation could be carried on. In view of the large expenditure necessary and the more or less permanent nature of the structures to be replaced, the L. E. & D. R. R. desired to obtain an extension of its lease for a further period of thirty years.

Adam Beck, then Mayor of London, refused to ratify the lease extension, and the people confirmed his position. In about the same year Sir Adam became interested in the campaign in favor of municipal ownership and operation of public electric utilities, and his interest therein resulted in the creation of a Commission to investigate and report, known as the Hydro-Electric Power Commission. This was the foundation of the Hydro-Electric Power Commission of Ontario.

Sir Adam held firmly to the position that possession and control of the railway were of great importance to the people. It would be but a matter of a limited time, he contended, until the city would realize great benefits through public management, and electrification or other advanced method of operation.

Thus the date of termination of the lease to the operating company remained January 1, 1914, as fixed in the agreement made twenty years before.



1—Arrival of Bessemer Dock and Navigation Company's car ferry, operated between Conneaut, Ohio, and Port Stanley.

SCENES AT PORT STANLEY HARBOR

2—Ice jam in Kettle Creek, at Port Stanley, demonstrating protection of railway right of way by cement retaining wall.

3—Ice jam in Kettle Creek looking toward Port Stanley Bridge.
4—L. & P. S. R. retaining wall, Port Stanley.

Sir Adam Beck's faith in his principles never wavered, and although the Hydro-Electric project at its inception met with discouragement and even ridicule from many who called themselves astute business men, the success that attended the scheme proved the soundness of his judgment. With the example of the municipal operation of electric utilities under the H.-E. P. C. before it, the belief of the public in the principles of municipal ownership slowly took root and grew.

Well in advance of the expiration of the lease—on July 5, 1912—Sir Adam submitted to the Mayor and Council his proposals for electrification, backed by the endorsement and estimates of eminent engineers. The adoption of the scheme in 1913, resulted in immediate application to the Federal Parliament of Canada for authority under which the municipality might lease the L. & P. S. R. from the L. & P. S. R. Company. By this Act the City was empowered to enact a by-law establishing the London Railway Commission, which body would be charged with the whole management and control of the construction, equipment, maintenance and operation of the line. Its membership was fixed as four commissioners and the Mayor ex-officio.

The City of London Act, 1913, authorized the construction and equipment of the line as a steam or electric road, and the expenditure of \$700,000 to construct, equip and operate it. It was on this proposal that the people favorably passed at a special election Oct. 22, 1913.

The implementing by-law was passed by the City Council, Nov. 29, 1913, and the first Commission comprised Sir Adam Beck, M.L.A., Chairman; Philip Pocock, Vice-Chairman; William Spittal, Secretary; M. D. Fraser, K.C., and Mayor C. M. R. Graham. The latter, always a staunch friend of public ownership, was mayor of London in 1912, when the electrification proposal first went before the city council, and he gave to the scheme a hearty and effective support. It was under his administration also in 1913 that the vote of the people was taken on the question, and the first commission was constituted.



A TOUCH OF TEMISKAMING ALONG THE WAY

The scenery along the L. & P. S. R. is part of the "full measure" of enjoyment.
This is a view of Pond Mills.

Panoramic V



UPPER PICTURE—Panoramic View of the L. & P. S. Park overlooking the lake. CENTRE—Port Stanley
LEFT OVAL—Picnic cr

Views of the Beautiful L. & P. S. Park and the Harbor Works at Port Stanley



Port Stanley beach as seen from the heights, with the harbor works on the left; on the right are the L. & P. S. Bath-house and board walk. LOWER PICTURE—Lining up for the sports in the L. & P. S. Park on Invererie Heights. Crowds watching the sports in the natural amphitheatre below. RIGHT OVAL—Crowds watching water sports at the L. & P. S. Bath-house.

The Electrification Campaign

A Chronicle of Events Preceding Popular Endorsation of the Beck Plan— A Resume of the Controversy.

When Adam Beck, as Mayor of London in 1902, refused to ratify a lease under the terms of which the tenants of the time, (The Lake Erie and Detroit River Railway), would have been given control of the road for a further period of thirty years, he struck his first blow in his campaign for municipalization and electrification.

The question was the first of importance with which he was confronted in the office of Chief Magistrate, and his determined stand occasioned a flutter in municipal affairs. Few, however, realized the far-reaching consequences of his action. Most people approved the principle he stood for: that control of the railway must be safeguarded in the public interest. But no immediate change either in the method of operation or in control of the property was contemplated, and the subject at length lapsed.

The fact that the Railway did not yield a revenue sufficient to meet the charges against it had been viewed despairingly by the taxpayer. Some took comfort in the fact that it had its commercial advantages, inasmuch as it furnished a connection with lake traffic and operated as a governor on such transportation companies as might otherwise establish freight rates prejudicial to the interests of London shippers.

London's Property Allowed to Fall Into Decay

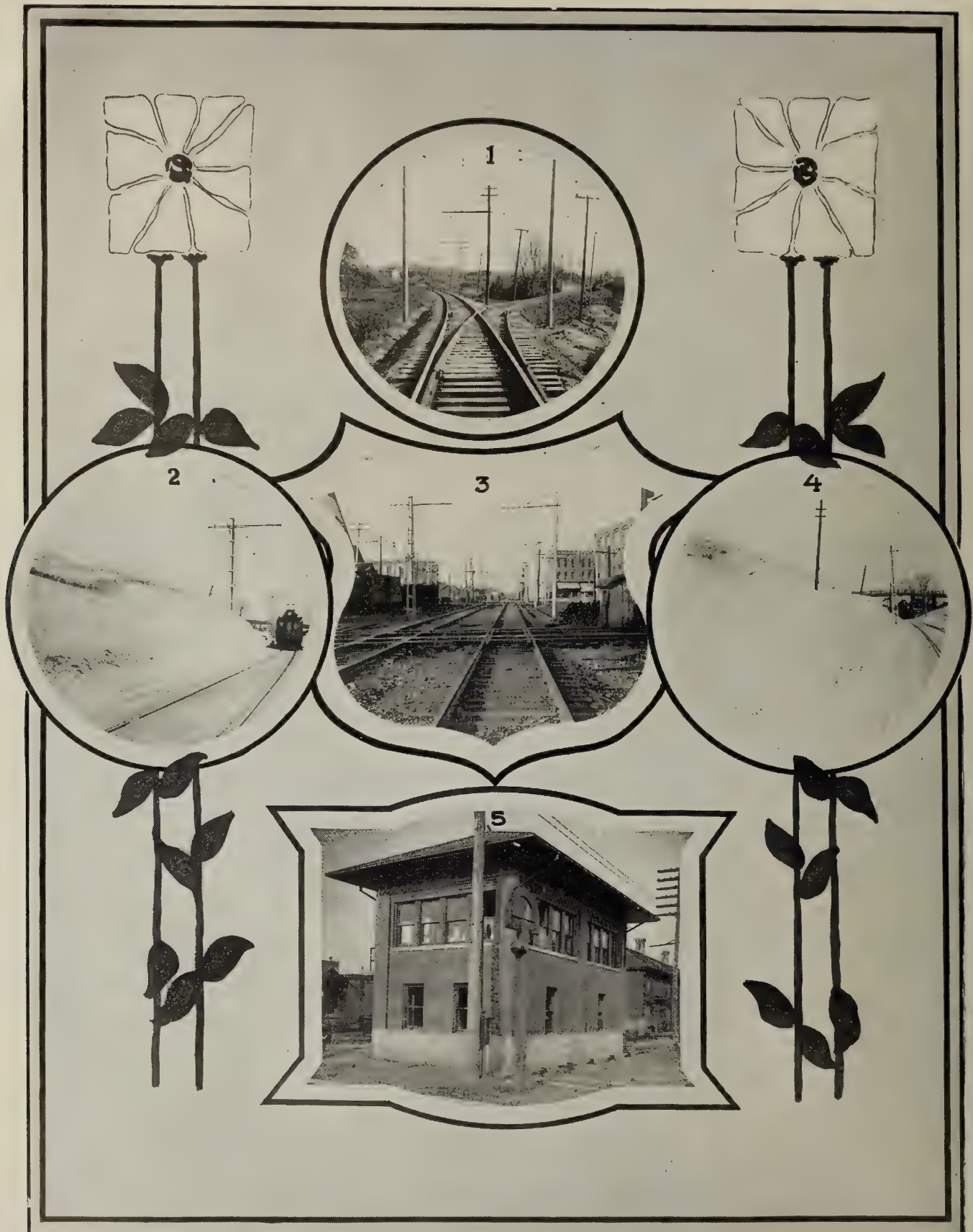
The most casual observation revealed the fact that London's property was falling into a state of decay. Light rails, poor road-bed, antiquated coaches, and infrequent, slow service, contributed to a steady falling off in passenger traffic, until in 1912, when the subject of electrification and rehabilitation was taken under advisement, Mayor C. M. R. Graham summarized the situation with the declaration that: "It is simply a coal road now. The passenger business has been allowed to go by default."

From the days of the old "Anderson" and "Lawrason" the people had been trained in the traditional belief that municipal operation of a utility, and particularly of the London and Port Stanley Railway would prove a hopeless venture.

The success of the Waterworks Department seemed to some to belie the view, but the coming of hydro-electric power in 1911 quickly remoulded public opinion, and demonstrated conclusively the ability of the people to establish a public utility and to operate it efficiently and with financial success.

Multiplication of hydro achievements fostered the opinion that, when opportunity afforded, Sir Adam would turn his attention to rehabilitation of the London and Port Stanley. Rumors were current that his engineers had been instructed to investigate the railway, but the subject was brought to a focus on July 5, 1912, when he directed his recommendations to the Mayor and City Council.

Sir Adam proposed the municipalization of the railway, its rehabilitation and electrification, in accordance with methods advocated in a report, which he had caused to be prepared based upon the advice of S. B. Storer, an eminent consulting engineer of Syracuse, N.Y., and the engineers of the Hydro Electric Power Commission of Ontario. This document during the ensuing campaign became known as the Gaby-Storer report. As various contentions were raised other authorities were consulted including William S. Murray, of New Haven, Conn.; A. Eastman, of Kingsville, Ont.; and A. N. Warfield, the latter being chosen by the City Council as an independent expert.



TRACK CONSTRUCTION AND MAINTENANCE

1—Spur siding to serve Westminster Military Psychiatric Hospital.
2 and 4—Snow banks between London and St. Thomas demonstrating the effective use of snow fences.

3—Double-track diamond Michigan Central Railroad, at St. Thomas.
5—L. & P. S. R. - M. C. R. R. interlocker at St. Thomas.

**Opposition to
The Beck pro-
posals Takes
Form**

The receipt of Sir Adam's communication by the City Council was followed by a brief period in which support and opposition began to take form. The cleavage soon assumed a definite character, particularly in the Board of Trade and City Council, though it appeared from the outset that the average citizen favored action which would remedy the causes of complaint against the service of the railway.

For its historical worth the campaign will here be summarized dispassionately and briefly. The late summer months of 1912 passed with sporadic controversy, but the arrival of November, with its preparations for the municipal elections of January, 1913, developed an issue, centering for the time on whether or not the Council should allow the people to vote on the Beck proposal.

Some members of the Board of Trade supported the attitude expressed in a resolution presented to an investigating committee of the Board on Dec. 2, 1912, by Sir George C. Gibbons, in which it was held that "fuller information should be obtained as to the advantages and disadvantages of operating the road by steam or electric power;" that other engineers should be obtained to "report as to the advisability of the city operating the line . . . or having same operated by an independent company . . . which would give running rights to all other railroads;" and finally that the Board of Trade "should suggest to the City Council the advisability of delaying a vote of the people . . . until after the information sought from experts and others has been obtained."

**Board of Trade
Gives Endorsa-
tion to Electri-
fication**

The resolution was countered by an amendment moved by Mr. Philip Pocock, who for years had advocated the electrification and municipalization of the railway, and who during the campaign was one of the most influential supporters of the scheme. His seconder was Mr. John McClary. The amendment, adopted by a vote of 8 to 5, is herewith reproduced.

"That it is the clear conviction of members of this Committee that the London and Port Stanley Railway should be operated as an independent railroad, as the foundation of London's prosperity was built upon its construction and, as in the last analysis, the only safe and legitimate method of regulating and controlling freight rates out of London entirely depends upon the operation of it independent of trunk lines.

"We as cautious and prudent business men sensible of the vital importance of cheaper transportation in maintaining and increasing the commercial and manufacturing interests of our city, as well as in enhancing the value of real estate and reducing the standard cost of living, respectfully request the City Council to submit to the ratepayers of the city for their approval, the electrification of the London and Port Stanley Railway, in accordance with the report of the Hon. Adam Beck."

Meanwhile the same question of vote or no vote had been the principle subject of discussion at meetings of the London and Port Stanley Railway Board, and finally the time for decision arrived at the Council meeting of Dec. 9, 1912. The time limit for authorization of a vote at the January elections was at hand when the Council concluded that more reports were necessary.

**Fight is Carried
To L. & P. S. R.
Board**

Followed the election of a new council for 1913, and the re-organization of the London and Port Stanley Railway Board, with seven out of eight members elected on an electrification slate. The latter body at its first meeting on January 20, 1913, developed a continuance of pleas for delay in taking a vote of the people, but the board adopted the following resolution:

Moved by Ald. S. Frank Glass, seconded by Ald. J. F. White: "That the Council be requested to obtain the necessary legislation to enable the city to lease the London

and Port Stanley Railway from the Company, upon terms to be agreed upon between the city and the Company; to provide authority for the city to equip the railroad as an electric or steam road; to operate the same; to issue debentures to borrow monies necessary for that purpose, and that before such power be exercised the vote of the ratepayers be taken upon such plan as it may be the intention to exercise."

The City Council, at a meeting held Feb. 3, 1913, adopted the motion of Ald. J. P. Moore, and Ald. William Spittal, incorporating virtually the same proposals, but other negotiations, and the preparation of additional reports, delayed the actual vote until a special election held Oct. 22, 1913.

Meanwhile the controversy continued in what was perhaps the most heated and energetic election campaign London had known. Each of the experts employed



WELL, HERE THEY ARE

Before electrification some asked "Where are all these people to come from?" They came so strong that more people have since been carried in one month than patronized the road in a year in steam road days.

returned a finding in favor of the Beck scheme. Supporters of electrification contended for the independence of the line, and extolled the advantages promised from rehabilitation and the substitution of electricity as motive power.

Arguments of Opposition Forces Sum- marized

The opposition offered among other arguments the following, selected from the daily newspapers in the weeks preceeding the election: The expenditure entailed would increase the tax rate, burden the taxpayer and depreciate property values. The Pere Marquette and Michigan Central Railroads, which utilized the L. & P. S. R. as an entrance to London, would refuse to enter into any agreement with a city commission, and London wholesales and other commercial interests would lose those important shipping connections and be thus debarred from the territory served by steam railroads operating out of St. Thomas. Employees of the M. C. RR. and P. M. R. would be transferred from London and the city would lose twenty families. It was a physical impossibility to operate steam railroad equipment on an electric railroad on account of overhead wires. Train crews could not be found because they would not risk electrocution by riding on tops of cars. Even if taken over and electrified the road would be without terminals in

London and would have to put its passengers off at Burwell Street. Even if the road received freight it would have to be transhipped into other cars at St. Thomas, and the process would be complicated, expensive and attended by serious delay. The people of St. Thomas were reported to be "laughing up their sleeves" because London's foolishness would throw business to that city. The railway would never be able to develop the business anticipated in the experts' reports, and even if it did it would not have sufficient equipment. Then the steam roads would not rent additional equipment to the line for heavy excursion traffic, and finally the argument was advanced that the Hydro Electric Power Commission of Ontario would refuse to sell energy for the electric operation of the L. & P. S. R. Simultaneously the charge was made that the scheme rested on a desire to get "another customer for hydro."

A circular issued on the eve of the election offered additional reasons, including the claim that the \$700,000 investment "will be entirely lost."

Another paragraph added that "The Grand Trunk control the business of London to such an extent, that if they choose they can bring London to a standstill."

Some demanded to "know how they are going to rip up tracks, rebuild bridges and string overhead wires, and at the same time handle the business of two railroads."

**Arguments of
Pro-Electrifica-
tionists Sum-
marized**

The experts vouched for the practicability of the proposals advanced, and for the certainty of success, and on their reports supporters of the scheme rested their case.

Attention was called also to a Washington despatch, which during the campaign, announced preliminary arrangements for the electrification of 450 miles of the mountain division of the Chicago, Milwaukee and St. Paul Railway, and to a decision of the Directors of the Denver and Rio Grande Railroad to electrify the main line from Pueblo to Sault Lake City. Then came the announcement that the London and Southwestern Railway (England) had undertaken the conversion of 146 miles of its main lines from steam to electricity; and that joint electrical and steam operation was in practical effect on four important English roads. Other cases were cited in Australia, and throughout the United States.

A challenge from the opposition that supporters of the scheme would not risk their own money brought the rejoinder from Mr. Pocock that he was prepared to be one of a party of citizens which would undertake to carry the scheme out privately, guaranteeing the interest and sinking fund, and the cost of operation. If within ten years they made money they would hand the surplus over to the city or in the event of loss they would meet the deficit from their own pockets.

**Attitudes of
Steam Railways
Towards Plan**

During the progress of the campaign the attitude of the Michigan Central Railroad, the Pere Marquette Railway, the Grand Trunk Railway, the Lake Erie Coal Company, and the Canadian Northern Railway had an important bearing

on the discussion.

During the early part of November, 1912, an announcement was made that the C. N. R. had purchased from ex-Ald. D. A. Stewart, a charter for a radial between London and Sarnia. This was said to be an initial step in the development of Western Ontario by Mackenzie and Mann. On Nov. 23, Col. Davidson, chief land agent, and Chief Engineer McCrae, of the C. N. R. arrived in London to arrange with Mayor Graham for a meeting of the L. & P. S. R. Board. A session was held Nov. 26, the C. N. R. delegation being augmented by Judge Phippen. They proposed to negotiate for the purchase of the L. & P. S. R., or in the alternative, for a 99-year lease. Announcement was made that the C. N. R. had positively determined to build its main trunk line through from Toronto to Detroit, and that operation



WELL KEPT L. & P. S. R. STRUCTURES

1.—White's Station.
2.—Glanworth Station.

3.— Colborne Street Freight Sheds, London.
4.— Port Stanley Beach Terminal.
5.— Westminster Station.

6.— Port Stanley Station.
7.— St. Thomas Station.

would commence by January, 1914. London was offered a new hotel, costing at least \$250,000; a place on the C. N. R. main trunk line and "divisional shops, probably," decision being reserved on the latter point. In addition the Company offered to make Port Stanley a port of call for a fleet of 18 lake steamers, and to construct electrical feeders throughout Western Ontario. Failure of London to meet the Company's wishes in respect to sale or lease, would mean a change of plans to take the main line through St. Thomas forthwith. During February, 1913, announcement was made that the C. N. R. had decided to go through St. Thomas, and to build a branch line to London, "paralleling the L. & P. S. and 200 yards to the east of it."

The opposition said that would spell ruin. The supporters of electrification dismissed the matter as "threat and bluff."

Two Proposals From Private Companies

Allegations that the Pere Marquette and Michigan Central Railroads would discontinue use of the L. & P. S. line, were set at rest on Feb. 17, 1913, when General Manager Frank H. Alfred of the former company forwarded to the Mayor a tender "on behalf of itself and its tenant." The proposal, he explained, was so made "for the reason that it is our understanding that the City of London contemplates operating the London and Port Stanley Railway. . . . If the City of London decides that it does not care to operate its own railway, we will be pleased to make a proposal covering the rehabilitation and operation of the railway."

Later Mr. Alfred announced that the Pere Marquette was absolutely content to operate on the line whether it was electrified or not, and, he pointed out, any other steam road would be in identically the same position.

The Lake Erie Coal Company, through General Manager Leslie, communicated an offer which increased public faith in electrification. It said: "We undertake to electrify the system at our own expense, and maintain it up to a satisfactory standard for economical operation, during the full term of the lease, at the expiration of which you are to take it over at a valuation to be agreed upon, or settled by arbitration."

To members of the Board of Trade, convened on Sept. 30, 1913, the attitude of the Grand Trunk Railway was communicated by Mr. R. W. Long, the Company's District Freight Agent at Hamilton, Ont. Mr. Long stated that he was authorized to say that if the people of London took over the road and electrified it, the Grand Trunk would withdraw its coal business; that the Grand Trunk would not do business with the road if managed by a municipal commission, even should steam operation be retained; that the Company was not seeking a lease of the line; and finally that the G. T. R. had in contemplation the building of a coal line from Port Burwell to London, which line might not be built if the L. & P. S. continued to be available to the Grand Trunk in such a manner as would be agreeable to the G. T. R.

Final Appeal Urges People to Endorse Pro- posal

The final appeal addressed to the electors by an influential group of shippers and other citizens urged endorsement of the Beck scheme for the following reasons:

WHEREAS it has been decided by the City Council to secure an expression of opinion of the electors of the City of London, in regard to the proposed electrification of the London and Port Stanley Railway, the lease of which to the present tenant, expires on January 1, 1914.

AND WHEREAS the London and Port Stanley Railway has been operated by steam at a great loss during the past fifty years.

AND WHEREAS a committee of the Board of Trade of the City of London has placed itself on record as being in favor of the electrification of the road as proposed in the scheme presented by Hon. Adam Beck.

AND WHEREAS it has been shown by six experts, covering all branches of railway service, that the plan presented is not only feasible but will result in the railway

being operated at a profit instead of a loss, three of these experts having been selected by the City Council to make independent reports.

AND WHEREAS the fullest information has been obtained in these reports, and the public have had ample time and opportunity to consider the matter; and the retaining of connections with the Michigan Central Railroad and the Pere Marquette Railway over the London and Port Stanley Railway, has been assured, by the written offer, now in the hands of the City, of the Pere Marquette Railway on behalf of itself and its tenant, for running rights over the road,

AND WHEREAS the Lake Erie Coal Company has formally offered to electrify the Railway, or to make a contract with the City in case of electrification, to have its coal hauled by the Railway,

AND WHEREAS it is advisable that the Railway shall be operated independent of the trunk lines, so that London may enjoy the benefits which the road was intended to give, namely, freight rates controlled by water competition,

AND WHEREAS a passenger service, frequent fast and clean, at low rates is assured by the proposal,

AND WHEREAS under the City's control the line will be open on fair and equitable terms, and will afford interswitching to all railways, including the Michigan Central Railroad, the Canadian Northern Railway, the Canadian Pacific Railway, the Grand Trunk Railway, the Pere Marquette Railway, the Wabash Railway, and any other railroads that may desire to use it;

AND WHEREAS the electrification of the London and Port Stanley Railway will mean that this road will afford an entrance into London, and will form the nucleus of a network of radials which will follow as a result of the Hydro Electric Radial System throughout Western Ontario, and which should prove of great value in the upbuilding of London, and of benefit to its industrial and commercial development,

WE, THE UNDERSIGNED RATEPAYERS of the City of London, pledge our support and strongly recommend the scheme, to the favorable consideration of the people of London.

Attached were the signatures of many of the most prominent and trusted men of London, and it is not doubted that the appeal was one of the most effective placed before the people.

The People's Verdict Favors Municipalization The last ominous warnings of those who cried calamity were answered by the urgent exhortations of public ownership exponents as the issue went to the electors on Wednesday, Oct. 22, 1913.

The official record of the result is herewith given:

	For	Against
Ward 1.....	609	518
Ward 2.....	456	388
Ward 3.....	938	529
Ward 4.....	817	639
TOTALS.....	2820	2074

Majority for electrification—746.

It is a notable fact that at the same special election the people were asked to pass upon two other money by-laws:—\$400,000 for a storm-sewer system, and \$25,000 for a permanent breakwater for West London. Those opposing the L. & P. S. Ry. scheme were almost a unit in favor of the other expenditures. So also did the electrificationists support the sewer and breakwater proposals, the result being that the people in this special election sanctioned an outlay exceeding eleven hundred thousand dollars.

Electrification and Reconstruction

A Record of Rehabilitation Measures Carried Out Prior to Commencement of Municipal Control, and of Results Secured in Operation.

The London Railway Commission on assuming office found the railway in a state of physical dilapidation, requiring complete rehabilitation of track and structures, with the exception of bridges. Engineering reports were at once secured respecting materials required to electrify the line and place it in first-class condition.

The work was carried on in close co-operation with the Hydro Electric Power Commission of Ontario, as it was deemed advisable that the road should be made to conform to the high standards established by that body for their proposed system of hydro electric radial railways. The result of this policy has been that the L. & P. S. R. property from the outset has been capable of rendering, and has rendered, a more advanced and satisfying service than could be found on any other railroad in Canada or the United States.

Delays attending the electrification election campaign had rendered it impossible to complete the scheme in time for the commencement of operation, under the jurisdiction of the Commission, upon the expiration of the Pere Marquette lease, on January 1, 1914. The Commission accordingly arranged with the P. M. R., and its



L. & P. S. BRIDGE OVER RIVER THAMES, LONDON

Showing structure after it had been raised to relieve heavy grades north and south. Note protected footbridge for convenience of employees of Chelsea Green Industrial Plants.

tenant, the M. C. R. R. to continue to operate on a month to month basis, under the same conditions, as had theretofore existed.

First Steps

Toward General Rehabilitation

The detailed engineering report indicated that it would be necessary to replace the main track rails, the greater number of the ties, and all of the turnouts. The culverts were found to be in a very bad state of repair, a great many of them having been in use for upwards of fifty years, with little or no attention. A large percentage of these culverts had to be replaced with reinforced concrete box culverts and pipe. Most of the remainder had to be lined with reinforced concrete.

The track bridges were found to be in a very fair state of repair, but the overhead highway bridges were in very bad condition, and consequently had to be practically rebuilt.

Tenders were secured from large manufacturers of railway material, and during the summer of 1914 the following contracts were let: Algoma Steel Company: 300 tons of 80-pound rails and angle bars, 30,000 tie plates; J. J. Gartshore, 380,000 spikes; Canadian Ramapo Iron Works, 52 complete turn-outs; Steel Company of Canada, 34,000 track bolts; 65,000 tie plates; Canadian Concrete Products Company, 11,000 feet of concrete pipe of various sizes.

This material was delivered, and the work of installing it was undertaken during the fall and winter of 1914-1915.

An agreement was made with the Pere Marquette Railway Company to carry on the reconstruction, and authority was later given to them to sub-let the labor to contractors, Messrs. Marble and Palma. The track reconstruction called for new ballast of the entire line. A gravel pit adjacent to the main line and just south of White's Station was purchased to provide the necessary material. While the re-ballasting was being carried on, the opportunity was used to remove some of the sags that had been allowed to form under the road bed, and also, wherever possible, abrupt changes in grade were eased off by verticle curves.

**G. T. R. Opposes
Electrification
of Terminals**

Under the 99-year agreement made in 1870 the L. & P. S. R. obtained rights to use the terminal facilities of the Grand Trunk at its London depot, including the sale of tickets and the accommodation of waiting rooms, baggage rooms, etc. Thus it would have been unnecessary for the City of London to maintain a passenger terminal and staff in London.

But opposition was encountered when the London Railway Commission endeavored to arrange with the Grand Trunk for the electrification of the G. T. R. depot tracks. The Pere Marquette had availed itself of the rights stipulated in the 99-year lease, but the Grand Trunk contended that it was not obliged to authorize the construction of over-head wires over its lines. Doubtless the opposition was actually inspired by the fact that the Grand Trunk terminal was not suited to the handling and despatching of hourly trains for the London and Port Stanley Railway.

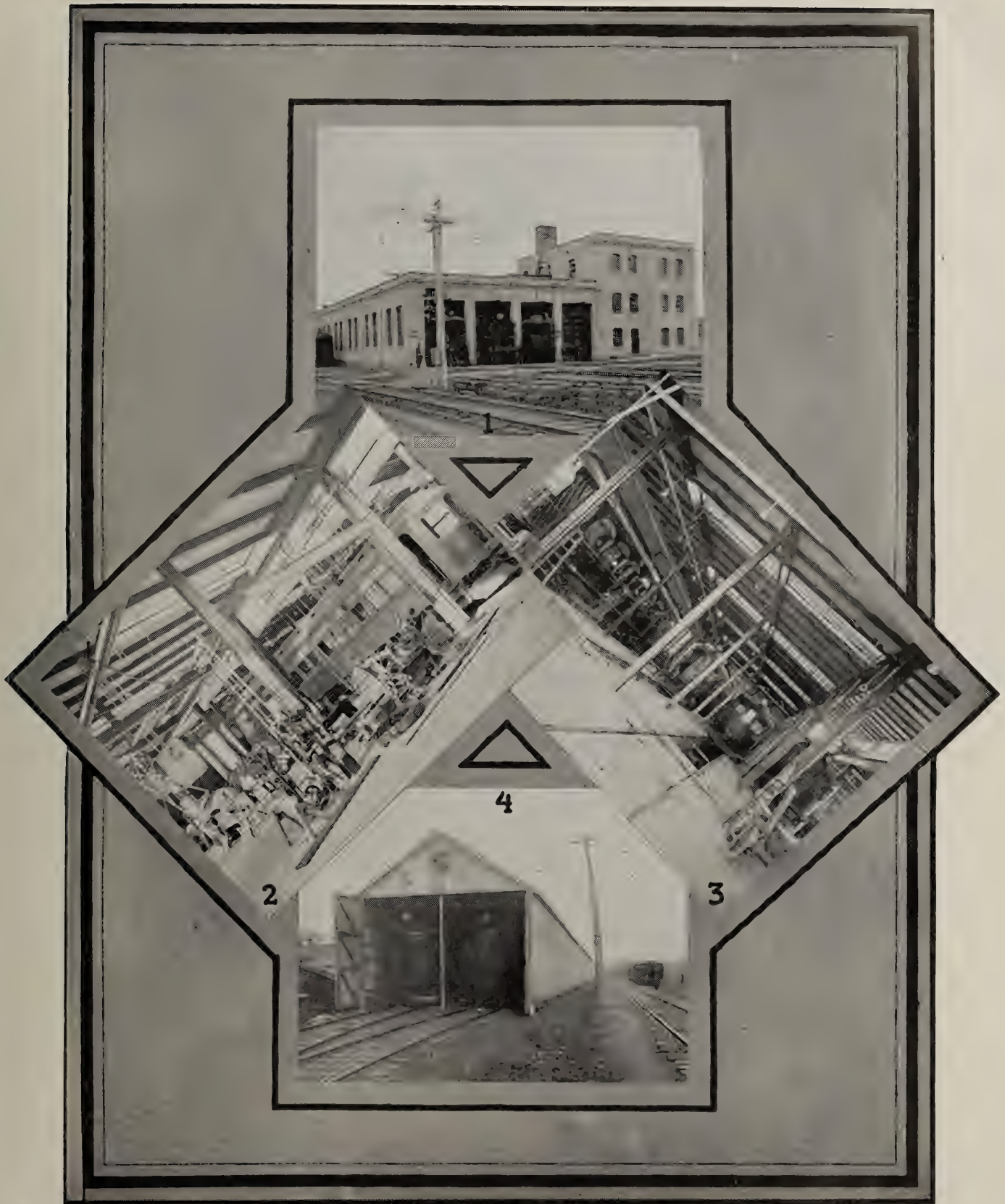
A number of conferences were held with officials of the Grand Trunk and of the Dominion Railway Commission, the result being the issuance, by the latter body, of an order during the winter of 1915-1916, requiring the Grand Trunk to furnish the L. & P. S. R. with a strip of land from Wellington to Richmond Street, between the Grand Trunk tracks and Bathurst Street, to enable the L. & P. S. R. to erect a shelter and platform adjacent to the G. T. R. depot. A spur track to be built by the L. & P. S. R. was also authorized, while a proper fence with gates, to permit of access to the Grand Trunk station was to be erected. This part of the order the Grand Trunk complied with, but it refused to observe the provisions of the 99-year agreement with respect to the selling of tickets and the checking of baggage. The Grand Trunk agreed to sell local tickets, but refused to sell interline tickets or to check baggage. The subject was thereat referred again to the Dominion Railway Board, but no ruling has been given up to the present time.

In order, however, to give the public the best possible service the Commission decided to maintain its own ticket office and baggage room, and an arrangement was later made with the M. C. RR. under which the L. & P. S. R. sells all Michigan Central tickets.

**Rights of People
In G. T. R.
Depot Safe-
guarded**

The Commissioners have endeavored to deal with the London terminal matter in a manner to safeguard the rights granted by the 99-year agreement, in view of the fact that such rights are likely to prove still more valuable in the future, than they have in the past.

When the Commission assumed control of the L. & P. S. R., its tracks entering the city from the south did not extend further west than Waterloo Street. Terminal



CARE AND MAINTENANCE OF EQUIPMENT

1—Carshops and L. & P. S. R. head offices, London.
2—Interior view of thoroughly equipped machine shops.

3—Carshops interior, showing pits.
4—Car shelter, at Grey street, London.

facilities of the London and Southwestern Railway, extending from Burwell Street to Clarence Street and including freight house, round house and passenger depot were occupied by the M. C. RR. as lessees, the M. C. RR. also holding an option to purchase the property for \$75,000. This option was acted upon in 1915, the purchase price being paid to the City of London, to cancel a mortgage of like amount held by the Municipal Corporation against the property of the L. & S. E. R.

The problem for the L. & P. S. R. was complicated by inability to reach an agreement with the M. C. RR. for the transportation of its freight business between St. Thomas and London. A contract was entered into, however, in December, 1915, effective February 1, 1916, as a result of which the L. & P. S. R. agreed to haul M. C. RR. freight, and to do M. C. RR. switching in London. A clause was inserted in the agreement under which the L. & P. S. R. secured rights to the use of certain M. C. RR. tracks on Bathurst Street between Burwell and Wellington Streets. It was deemed desirable to locate the London passenger terminal near Richmond Street, in the interests of public convenience, and also for the purpose of obtaining a close connection with Grand Trunk trains. This object was accomplished through the M. C. RR. agreement and the order by the Dominion Railway Board to the Grand Trunk.

The freight shed belonging to the railway, and located at the corner of Colborne and Bathurst Streets had been allowed to deteriorate by the Pere Marquette, and it was found necessary to entirely renovate the office portion. The quarters available for the office staff were much too cramped to carry on business in an efficient manner, and it was finally decided to erect an additional storey at the east end of the building. A portion of this new section was utilized for a time after the commencement of operation, and pending completion of new offices at Philip and Maitland Streets, as general offices for the railway.

Freight Terminals at London are Improved The identity of the team tracks in the vicinity of the freight house was found to be so badly confused with similar tracks belonging to the Michigan Central Railroad and the Grand Trunk Railway, that it was deemed necessary to make a new layout and to instal new tracks and switches. New drive ways were constructed to enable lorries and teams to transport their loads to and from the cars and sheds with reasonable despatch.

The Commissioners determined that they should have the results of a year's observations, as to the requirements of the road, before making definite arrangements for permanent carshops and offices. Under such circumstances it was decided to utilize the building between Burwell and Bathurst Streets, previously used by the Pere Marquette as a roundhouse, for a temporary repair and inspection shop.

Having obtained, by the fall of 1916, what was regarded as sufficient information concerning the magnitude of business to be transacted each year, the Commission proceeded to acquire the property immediately west of the main line, on the east side of Maitland Street, from Philip Street to the River Thames. An up-to-date carshops, 148 feetx102 feet, with a 2-storey main office building, was erected thereon, the work being completed in June, 1916.

Modern Shops, Car-House and Offices Built It was considered at the time that the accommodation furnished by these buildings would prove ample, but under the pressure of a greatly increasing volume of traffic the purchase of new additional equipment and the augmentation of the office staff to take care of the office work in connection therewith, became necessary. This in turn necessitated the provision of still greater shop and office space, and to meet the demand a third storey was added to the office part of the building, and an extension 72½ feet in length was made to the south end of the carshops. This work was carried



KAINS ST. DEPOT, ST. THOMAS

Showing addition for freight house purposes. Upon completion of new St. Thomas depot at Talbot Street this building will be used for the freight department exclusively.

out during the period from October, 1916, until May, 1917, at a cost of approximately \$8,000. The design, construction and equipment of this building is acknowledged to be of the highest type.

Through an arrangement entered into with the Public Utilities Commission, for the installation of a transformer station in the carshops, an ample and steady supply of power necessary for shop tools, lighting and other purposes is assured.

In order to house the summer trailer cars during the winter season a galvanized-iron shelter 325 feet by 30 feet, was erected immediately west of the main line track between Grey and Simcoe Streets, London. There are two tracks in the building, each accommodating five cars, making storage space for a total of ten cars. The building was erected in October, 1916.

Improvements To Way Sta- tions and Right- of-Way

The station buildings at Westminster, Glanworth, White's and Port Stanley were in very bad repair when taken over by the Commission. Buildings were overhauled, refitted and painted, while platforms and other portions of the property were put in correspondingly satisfactory condition. At Port Stanley station the old cinder platform was replaced with one of concrete.

In 1917 a cement retaining wall extending from the bridge opposite Port Stanley station to a point 450 feet north was built in order to protect the right-of-way from the inroads of spring floods. This work was completed at a cost of \$9,000.

St. Thomas station was also found to be in a very bad state of repair. For the convenience of patrons of the line in St. Thomas and also for the purpose of stimulating traffic, a shelter and platform were erected on the north side of Talbot Street, in that city. This proved of great mutual benefit.

St. Thomas Track Layout Remodelled

The track layout through St. Thomas had to be entirely remodelled to take care of the business of the Michigan Central Railroad and Pere Marquette Railway. It was decided that closer connection should be made with the trains of the Michigan Central, and to that end arrangements were made with the M. C. RR. whereby they provided a track leading directly to their station. Certain L. & P. S. R. trains now

operate right into this station, simplifying the transportation of passengers and baggage from one road to the other. An agreement was also entered into with the Pere Marquette under which their passenger trains operate over L. & P. S. R. tracks to the Kains Street station. The handling of express and mail matter is substantially facilitated by this arrangement.

Additional interchange tracks were provided between the Michigan Central and London and Port Stanley lines near Moore and Centre Streets, St. Thomas, and also between the Pere Marquette and L. & P. S. R. at Pinafore yards, south of Elm Street, St. Thomas.

During the summer of 1918 sidings on either side of the M. C. RR. crossing at St. Thomas were connected up, thus providing one long passing track extending from a point just south of Wellington Street, to the Wabash station, north of Kains Street. This greatly facilitates the passing of trains, and also permits of freer and quicker switching movements.

**Port Stanley
Improvements
Prove Profitable**

The park and grounds at Port Stanley, long an eye-sore to the citizens of London, when taken over by the Commission were found in a condition of extreme neglect. The natural beauty of the resort was offset as an attraction, by lack of accommodation, that made picnicking a burden for the pleasure-seeker. Water was available to picnickers in but one place, sanitary conveniences were so sadly lacking as to command the attention of health authorities, while so little heed was paid to



SCENE BEFORE L. & P. S. BATH-HOUSE

any thought of catering to the people, that Londoners had learned to seek amusement elsewhere.

Under such circumstances it was decided that it would be good policy to spend whatever money was necessary to make Port Stanley as attractive as possible. The cost, it was felt, would be justified by the increased business which would come to the railway, and that this policy did pay, and pay well, is indisputably established by reference to the traffic figures for the summer months of the various years since the commencement of operation on behalf of the City.

A commencement was made during the winter and spring of 1915-1916, when a new board walk was laid along the beach front. All weeds and unsightly shrubbery

were removed, the grounds were levelled and regraded, and all buildings were painted and repaired. Cement walks and platforms were laid, and a shelter provided at the beach terminal, just below the Incline Railway. The Incline Railway was purchased and entirely overhauled, the road-bed being reballasted and new cables installed. A new ticket booth was built at the foot of the Incline, and the latest types of turnstiles were installed at the gates. The fare, which had formerly been 5 cents a ride, was forthwith reduced to nine tickets for a quarter, and later a further reduction to 10 tickets for a quarter was decided upon. This investment proved a boon to both the revenue of the Railway and to the public, the latter gaining transportation at half the rates, charged when the Incline was privately owned, and at the same time securing greatly improved service.

Bath House and Cafeteria at Port Stanley

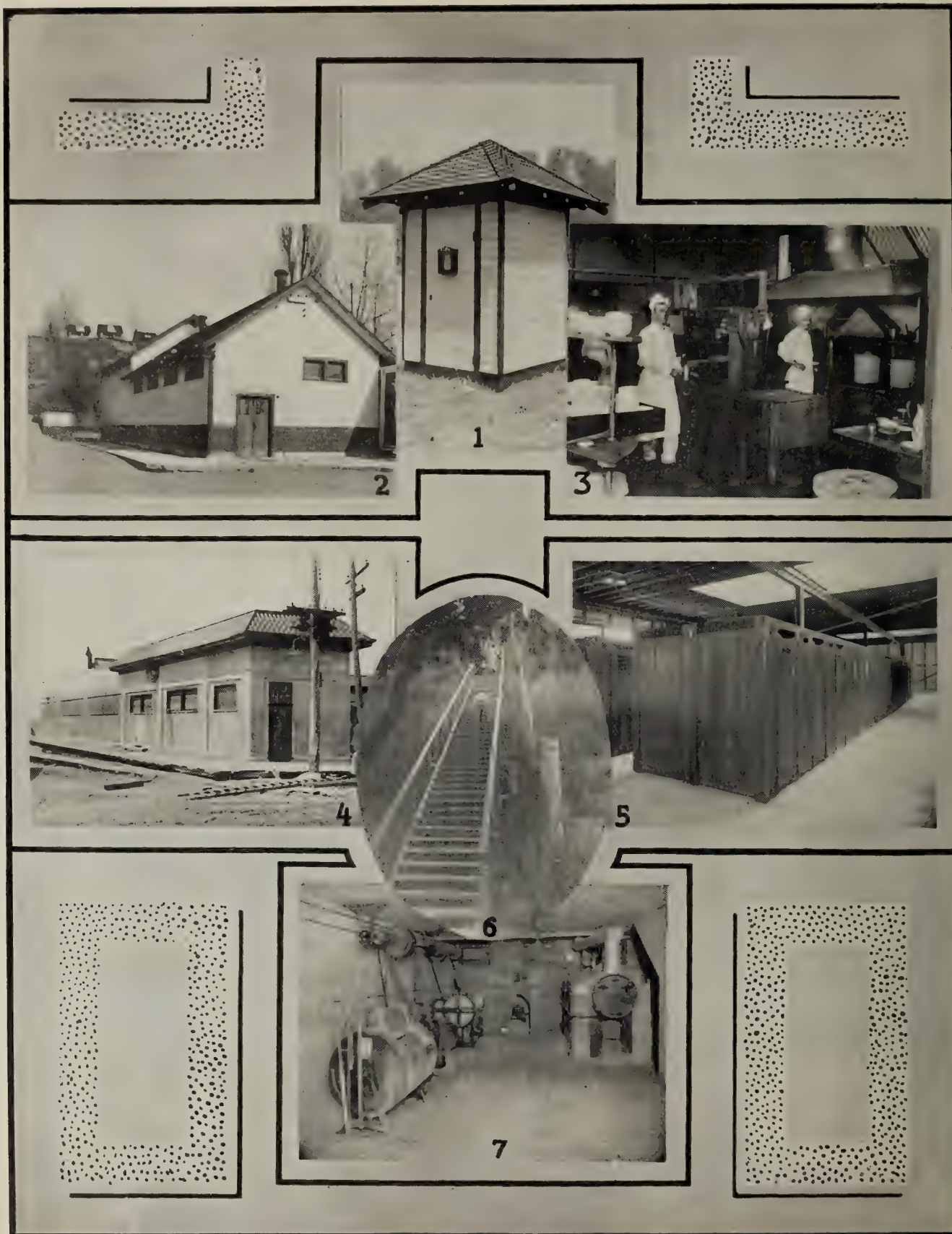
The summer of 1916 focused attention upon the lack of suitable eating accommodation, while the urgent need of a modern, well-equipped and commodious bath house was much in evidence. The Commissioners, therefore, took heed of these requirements, with the result that it was decided to erect a combined cafeteria and bath-house building, construction of which, it was desired, should be of substantial and imposing design. Work was commenced in the fall of 1916, and was carried on throughout the winter in order that the building might be available during the season of 1917.

For the protection of provisions during hot weather a frame building, 90 feet by 24 feet, was built just north of the Cafeteria. It is equipped with ice bunkers and a large refrigerator room, also a baker's kitchen and a large store room for less perishable goods. This accommodation has been an important factor contributing to the success of the Cafeteria.



INTERIOR VIEW OF THE L. & P. S. CAFETERIA

The interior of the Cafeteria is decorated in buff with wood trimmings, and presents a clean and attractive appearance. The atmosphere is wholesome, the place is well lighted, and excellent ventilation is insured through large screen windows, the whole width of the south side overlooking the lake. High ceilings and hardwood floors are features, while the equipment comprises the latest fixtures in use in restaurants of the cafeteria style.



IMPRINT OF THOROUGHNESS AT PORT STANLEY PARK

1—Fire hydrant and hose shelter near Bathhouse and Cafeteria.
2—Supply warehouse and ice-house.
3—Modern equipment in Cafeteria Kitchen.

4—Extension built to Cafeteria Kitchen in 1918.
5—Modern, well-kept, individual dressing-rooms in bathhouse.

6—Stairs to Invererie Heights, reconstructed on rigid base of steel rails and concrete.
7—Modern laundry and sterilizing equipment in bathhouse.

The Bath House occupies the greater portion of the building, taking up a space of 240 feet by 47 feet at the west end. The entrance, artistically designed, with an admission ticket booth, is centred on the north side—away from the lake. The west end is devoted to the men's compartment, and the east to that of the women patrons. Each end is equipped with 50 private dressing rooms, 3½ feet by 4 feet, while there are also 322 steel lockers, apportioned 172 to the women's section and 250 to the men's section.

The cement floor slopes slightly to the centre for drainage purposes, while shower baths and toilets are located in both compartments. The equipment of the ladies' section includes electric hair driers which are available to patrons without extra charge. Ropes, diving stands, chutes, rafts and other appliances are provided, while powerful electric flood lights on high poles furnish illumination for night bathing.

The Bath House is equipped with a complete sanitary laundry capable of sterilizing, washing and drying hundreds of suits an hour. Steam from the laundry is supplied to the Cafeteria for its special uses.

**Accommodation
for Picnickers
on Invererie
Heights**

The necessity of providing eating accommodation in other parts of the picnic grounds impressed itself upon the Commissioners, as a result of which a building on Invererie Heights, which was formerly used as a dancing pavilion, was taken over and renovated into a pretty and popular Japanese Tea House. There hot meals, lunches and light refreshments are obtainable at reasonable cost, while tea, coffee and other victuals may be purchased and taken



JAPANESE TEA HOUSE ON INVERERIE HEIGHTS

away. A small deposit is required to insure the return of containers taken from the premises.

A third eating booth, 60 feet by 24 feet, located at the intersection of the board walk, with the walk leading to the foot of the Incline Railway was also erected. Its extensive patronage bespeaks public appreciation of this convenient service.

Meanwhile other extensive and much-needed improvements have been made for the benefit of the general condition of the grounds. Drinking fountains, of the latest sanitary types, suitable laboratories, check rooms, and other conveniences have been provided, while in the park on the Heights numerous swings and May Poles were erected for the amusement of the children.



BRIDGE STREET RESTAURANT, PORT STANLEY

The baseball diamond has been graded and levelled, and sown with grass seed, over 400 carloads of earth being hauled in in order to put the grounds in first-class condition.

A new terraced walk has been made on the slope of the hill, leading diagonally to the picnic grounds. The face of the hill has been made much more attractive, while extensive changes were made in the park above, as a result of which its popularity has been very greatly increased. By the removal of certain undesirable trees, and the re-arrangement of those remaining through transplanting of even the largest, the grounds have been brightened, and made healthful and inviting. The transformation there has been a source of especial gratification to patrons of the road.

The fact that these improvements are appreciated and that they have yielded a handsome financial benefit to the railway, is proven by the tremendous development of patronage and the general favorable comments.

With further contemplated improvements Port Stanley will be certain to attain a predominating place in the list of the most prominent and up-to-date summer resorts in this province.

Arrangements Made for Im- provements at Harbor

One of the first acts of this Commission was to arrange with the Public Works Department of the Canadian Government for improvements in the terminal facilities at Port Stanley. As a result of such action the Government has undertaken improvements to the harbor and dock facilities. A large portion of the East Pier has been removed for the purpose of enlarging the harbor, while the breakwater has been extended and important general improvements have been made. The Government has also provided a reinforced concrete warehouse, 190 feet by 30 feet, and has made this available for the storage of freight being transferred from boats to cars. Contracts in excess of \$100,000 were awarded for the replacement of a section of the Western Pier, part of which had been undermined, and which thus threatened serious consequences. This work was carried out during 1917 and 1918, and inasmuch as the new Pier is located a considerable distance to the west of the old pier and existing ferry slip, the enlargement of the harbor proves a direct advantage to the London and Port Stanley Railway.

It is expected that contracts will be awarded very soon for the completion of work on the east side of the harbor, and when these plans are accomplished Port Stanley will boast the best harbor on the north shore of Lake Erie.

Numerous requests have been received from millers and grain dealers for the construction of a grain elevator at Port Stanley. The Commission ascertained that mills in this section of the province are in need of such accommodation, and as a result of investigation the City has appropriated \$100,000 for the purpose. Work has been delayed because of the war, but will be undertaken at an opportune time.

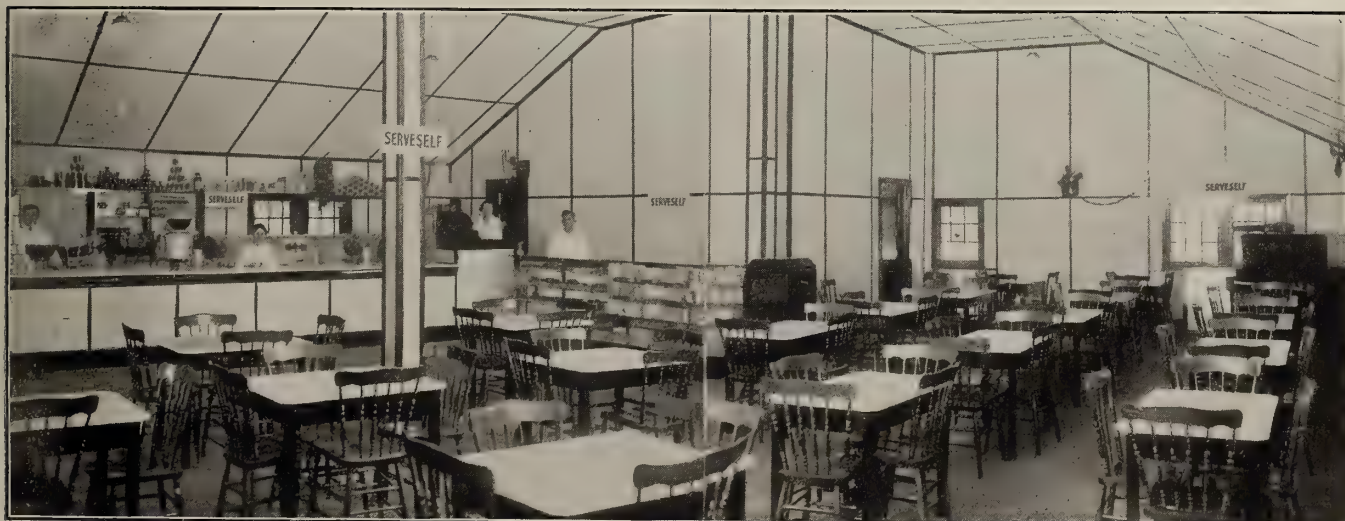
1,500 Volt D.C. System Adopted for Railway

One of the first subjects considered by the Commission was the selection of a system of power supply for the electrified railway. The engineers of the Hydro Electric Power Commission of Ontario were at the time engaged in study of the same problem in relation to the proposed establishment of a system of municipally-owned Hydro Radials, and from them valuable co-operation and assistance was secured. Other methods having been eliminated, consideration centred upon the single phase, 3,000 volt versus the 1,500 volt direct current system. The advantages of lighter and cheaper equipment, ease of maintenance, and flexibility, particularly if it is found necessary to operate in combination with existing street railways in cities or other congested districts, rested with the 1,500 volt direct current system. That method was, for these and other reasons, finally adopted.

Later arrangements were made with the Public Utilities Commission of London, and the Hydro Electric Power Commission, for supplying 1,500 volt power on the trolley wire at London and St. Thomas. Thus was eliminated the necessity for the erection of any high tension transmission lines.

Consideration was given to the comparative costs and advantages of both wooden and steel poles, the conclusion being to employ triangular steel poles set in concrete. These poles are about 35 feet high, weigh approximately 800 pounds each, and are spaced 180 feet apart on tangents.

They support channel iron cross arms, 26 feet above the rails, and are employed in conjunction with catenary suspension on all main lines. Direct suspension and wooden poles are used in the yards.



INTERIOR OF BRIDGE ST. RESTAURANT, PORT STANLEY

Cleanliness, convenience, excellence of fare and moderate prices are the characteristics of L. & P. S. Services.

The 0000 grooved copper trolley contact wire is suspended at 20-foot intervals by clips from a 300,000 c.m. stranded copper messenger wire, the contact wire being 23 feet 2 inches above the rail, and the sag in the messenger wire between supports being about $21\frac{1}{2}$ feet. The line is anchored every $\frac{3}{4}$ -mile by steel poles placed on the opposite side of the track, and arrangements for sectionalization are provided every four miles. Lightning arresters are installed on every fifth pole. The cross arm supporting the trolley messenger cable is extended on the opposite side of the steel pole, to provide support for a double circuit telephone line. One of these lines is used for commercial work, and the other for despatching, but at the more important stations provision is made to have both lines available for any necessary purpose. These cross arms are also used to carry wires, which control the operation of highway crossing bells and lights. Such signals are installed at seven different highway crossings between London and Port Stanley.

After a very careful inspection of the various types of rail bonds, the Engineers decided to use a "U"-shaped bond about 7 inches in length, manufactured by the Ohio Brass Company, and which is attached to the ball of the rail on the outside by means of the oxy-acetylene welding process. This was the first installation on any considerable scale of this type of bond, and experience to date shows it to be very efficient.

More or less difficulty was experienced in satisfying the Street Railways in London and St. Thomas, and also the Dominion Railway Board, in respect to the type of trolley diamond to be installed at street railway crossings. A number of conferences resulted in the selection of two types which were erected for trial, and it now appears that there will be no further trouble in operating over such diamonds.

Traffic Multiplies and Equipment is Increased

The passenger equipment of the Railway at the commencement of operations in 1915 was known to be sufficient to care for a substantial increase in travel over what had been the patronage of the road in days of steam operation. It consisted of five 50-foot all steel, three compartment motor cars and three 60-foot, 2-compartment steel underframe trail cars. The first season's operation developed the popularity of Port Stanley to such an extent that traffic multiplied beyond all expectations, and it became quite evident that the equipment provided at the outset was insufficient to handle the crowds in the new regime.

In consequence of these conditions orders were given for three additional trail cars, and contracts were let to the Jewett Car Co., of Newark, Ohio, for the construction of two 70-foot, three-compartment, all-steel motor cars, to be delivered by July 1, 1917. Four 72-foot coaches were also purchased and remodelled into trail cars to be used for summer excursion business.

With this increased equipment the Railway is at present able to handle its traffic, expeditiously and comfortably, without having to rent rolling stock from the steam roads, except on exceptionally busy days.

The express and package freight business on the line is taken care of by one steel, underframe, sixty-foot motor express car, which at times hauls two or three light box cars.

The major portion of the freight business of the Railway consists of coal traffic secured from the car ferry at Port Stanley and the steam railroads, to handle which economically, three sixty-ton steel box type locomotives, each equipped with four 245-h.-p. motors, were purchased. These locomotives have proven very successful, under the test of practical operation, both for the road business and for the heavy switching at London and St. Thomas terminals. They normally haul ten 70-ton



L. & P. S. R. Express Motor Car

coal cars on the heavy grade out of Port Stanley. They can readily handle 25 or 30 loaded box cars over any portion of the line, and on days of exceptionally heavy passenger business they are used to haul steam road coaches to relieve the regular motor car trains. During the war, troop trains sometimes consisting of 14 heavy steam road passenger cars have been handled.

**Advantages Ac-
cruing From Use
of Electric
Power**

The ease with which a train of cars is rapidly marshalled is striking in comparison with the service given by steam locomotives. The control equipment is so devised that any number of locomotives may be coupled together and managed by one operator. Heretofore only two locomotives have been used in such multiple units, inasmuch as heavy power peaks would be caused with three locomotives working in one train.

Multiple unit control is also provided for the passenger motor cars, and master controllers are mounted on both ends of motor cars and trailers. By this means it is possible to control a train of ten or twelve coaches from any operating position. This feature results in a great saving of time in making up trains, and greatly lessens the danger of accidents to passengers.

The motor cars are equipped with 4 125-h.-p., 750-volt motors, each insulated, for 1,500 volts potential; the balancing speed on level track, with 1,400 volts, is 49 M. P. H., and according to the guarantees each car is capable of hauling a trailer continuously in local service between London and Port Stanley. Current is taken from the wire by means of pantograph trolleys, which are raised and lowered by air pressure under the control of a storage battery carried on each motor car.



A 14-CAR TROOP TRAIN BEING MOVED BY L. & P. S. R. DURING THE WAR



NATURE'S BEAUTIFUL AMPHITHEATRE

The face of Invererie Heights furnishes a vantage point from which thousands watch the sports on the reconstructed athletic field below. View shows terraced walk with ornamental electric lights.

Such trolleys are used, rather than the older wheel types, in order to save time at switches and turnouts. The pantagraph is particularly suited to service on switching locomotives, where it would be virtually impossible to turn the trolley pole each time the locomotive reversed its direction.

All the electrical equipment was bought from the Canadian General Electric Company, Toronto.

The interior fittings and finish of the passenger cars are of the highest class, and travellers have many times observed that their equal is not seen on any other cars operating on this continent. The over-all width of these cars is 9 feet 6 inches, and allows as much seat room as is available on standard steam road coaches. To make the cars as comfortable as possible, and to gain for the Railway the enviable reputation which it has earned, no expense was spared. With this purpose electric heaters were installed beneath each seat, heavy linoleum is used over the insulated wooden floors, double windows are provided for winter operation, while the lighting fixtures, which are of very pleasing appearance, are equipped with high power lamps. In all other respects the coaches are suited to such a standard of excellence.

The interiors are ornamented by the best, selected, inlaid mahogany, in natural sanitary finish. This includes all doors, mouldings, etc., while the trimmings throughout the cars are of solid brass. The average weight per seated passenger is 1,200 pounds.

The Commission provided, for purely local freight service, three box cars and three flat cars, and in addition three caboose cars were purchased for protection of trainmen in road service.

London Railway Commission's Agreements

4-5 GEORGE V.—CHAP. 96

AN ACT RESPECTING THE LONDON AND PORT STANLEY RAILWAY COMPANY.

(Assented to 27th May, 1914)

1888, c. 59;
1889, cc. 44,
51; 1894, c. 76;
1903, c. 145.

WHEREAS The London and Port Stanley Railway Company has by its petition prayed that it be enacted as hereinafter set forth, and it is expedient to grant the prayer of the said petition: Therefore, His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

Lease and agreement confirmed.

1. The lease and agreement bearing date the twenty-eighth day of November, one thousand nine hundred and thirteen, between The London and Port Stanley Railway Company and the corporation of the City of London, hereinafter called "the Corporation," a true copy whereof is set forth in the schedule to this Act, is hereby confirmed and declared to be binding upon the parties thereto, according to the terms thereof.

Powers of Corporation as to railway.

2. The Corporation may make, complete, equip, operate, alter, maintain and manage the railway of The London and Port Stanley Railway Company with one or more sets of rails or tracks to be worked by the force and power of electricity or steam, during the term of the said lease, and under and subject to the provisions thereof as fully and effectually as the said The London and Port Stanley Railway Company might do.

Traffic agreements.

3. The Corporation may, at any time, make and enter into any agreement or arrangement, not inconsistent with the provisions of the Railway Act, or this Act, with any railway or other company, either in Canada or elsewhere, for the interchange of traffic between their railways or vessels, and for the division and apportionment of tolls in respect of such traffic.

Trains, tolls, joint committees, etc.

2. The Corporation may also make and enter into any agreement or arrangements, not inconsistent with the provisions of the Railway Act, or this Act, for any term not exceeding twenty-one years,—
(a) for the running of the trains of one corporation or company over the tracks of another corporation or company;
(b) for the division and apportionment of tolls in respect of such traffic;
(c) generally in relation to the management and working of the railways, or any of them, or any part thereof, and of any railway or railways in connection therewith; and,
(d) to provide, either by proxy or otherwise, for the appointment of a joint committee for the better carrying into effect of any such agreement or arrangement, with such powers and functions as are considered necessary or expedient;

Conditions.

subject to the sanction of the Governor-in-Council upon the recommendation of the Board of Railway Commissioners for Canada, application, notices and filing as by the RAILWAY ACT provided with respect to amalgamation agreements.

Proviso

Provided that publication of notices in THE CANADA GAZETTE shall be sufficient notice, and that the duplicate original of such agreement or arrangement shall, upon being sanctioned, be filed with the said Board.

Board may exempt from conditions

3. The said Board may, notwithstanding anything in this section, by order or regulation, exempt the Corporation from complying with any of the foregoing conditions, with respect to any such agreement or arrangement made or entered into by the Corporation for the transaction of the usual and ordinary business of the Corporation.

Saving.

4. Neither the making of any such arrangement or agreement, nor anything therein contained, nor any approval thereof, shall restrict, limit, or affect any power by the RAILWAY ACT vested in the said Board, or relieve the Corporation or companies from complying with the provisions of the RAILWAY ACT.

THE LONDON AND PORT STANLEY RAILWAY

Vessels, docks, wharfs, etc. 4. The Corporation may, for the purposes of its undertaking, **construct, acquire and navigate steam and other vessels for the conveyance of passengers, goods and merchandise** to and from the city of Cleveland, in the State of Ohio, one of the United States, and other places, and **construct, acquire, lease and dispose of wharfs, docks, elevators, warehouses, offices and other structures** to be used to facilitate the carrying on of business in connection therewith, and may carry on the business of warehousemen and wharfingers; and charge warfage and other dues for the use of any such property.

London Railway Commission as agents 5. The Commission constituted by the council of the Corporation by by-law numbered four thousand four hundred and seventy-six, passed on the twenty-eighth day of November, one thousand nine hundred and thirteen, and known as **The London Railway Commission, shall have the whole management and control of the making, completion, equipment, operation, alterations and maintenance of the said The London and Port Stanley Railway for, and as the agents of, the Corporation.**

Composition and powers of commission. 6. **The said commission shall be a body corporation, and shall be composed of five members, of whom the Mayor of the City of London** for the time being **shall be ex-office one**, and the said commissioners shall have all the powers necessary to enable them to make, complete, equip, operate, alter, maintain and manage the said railway.

Appointment of commissioners. 7. The four commissioners appointed by the council of the Corporation by by-law numbered four thousand four hundred and ninety-six, shall continue in office until their successors are appointed. At the first meeting of the council of the Corporation in the second year after the passing of the said by-law, and thereafter, **two commissioners shall be appointed annually by the council of the Corporation, and shall continue in office for two years.**

Vacancies. 2. Vacancies arising from death, resignation, removal from the City of London or otherwise, shall be filled forthwith by the council of the Corporation, and the commissioner appointed to fill the vacancy shall hold office for the unexpired term of the commissioner whose place has become vacant.

R. S. C. 37 to apply 8. Notwithstanding anything contained in this Act or in the schedule hereto, the provisions of the RAILWAY ACT, where not inconsistent with this Act, shall apply to the Corporation, the said undertaking and the said railway, and the Corporation shall have and may exercise all the powers conferred by the RAILWAY ACT, or any other Act.

Powers as lessees. 9. Whenever by the provisions of this Act, or of the RAILWAY ACT, or of any other Act, the Corporation is given any power or authority or charged with any duty with regard to the said railway, such power, authority or duty may or shall be exercised by The London Railway Commission in the same manner, and to the same extent as if The London Railway Commission were the lessees of the said railway.

SCHEDULE.

This indenture made the twenty-eighth day of November, A.D. one thousand nine hundred and thirteen, between The London and Port Stanley Railway Company, of the first part, and The Corporation of the City of London, of the second part: whereas the parties of the second part have agreed to work The London and Port Stanley Railway, its plant and appurtenances, upon the terms and conditions hereinafter set forth; now this indenture witnesseth:—

1. **The London and Port Stanley Railway Company hereby give**, subject to all the rents, conditions, provisos and agreements hereinafter mentioned, **the use, occupation and possession of the line of railway** between London and Port Stanley, and such of their appurtenances thereto as are the property of and in the possession of the said parties of the first part, or of their lessees, to the parties of the second part, **for the period of ninety-nine years from the first day of January, A.D. one thousand nine hundred and fourteen**, so that the same shall be worked by the said parties of the second part, and all the receipts and earnings shall be collected by the said parties of the second part for their own use and benefit.

2. The said parties of the second part shall, within from the date hereof, erect all necessary poles, and wires, electric appliances and other construction for the completion and operation of the railway by electricity on the trolley system, and shall be at liberty to operate the said railway by means of electricity as the motive power during the said term, and shall, after the completion of the said work, well and sufficiently at all times during the said term of ninety-nine years, repair, maintain, amend and keep the same, and every part thereof, in good and substantial repair, and all fixtures and things thereto belonging, or which at any time during the said term shall be erected, put or made, when, where and so often as need shall be.

3. The cost of the necessary poles and wires, electric appliances and other construction for the completion and operation of the said railway on the trolley system, and of the erection and construction of the same shall, in the first place, be paid by the said parties of the second part, who shall be reimbursed by the said parties of the first part the amount expended by the said parties of the second part for the purposes aforesaid, at the expiration or other sooner determination of the said term of ninety-nine years, and the amount of the said cost until paid shall be and remain a lien and charge upon the said railway and the franchise, tolls, revenues and other property of the said parties of the first part now owned or possessed or hereafter owned or possessed by the said parties of the first part.

4. The said parties of the second part shall, at the expiration, or other sooner determination of the said term of ninety-nine years, peaceably surrender and yield up unto The London and Port Stanley Railway Company, their successors or assigns, the said London and Port Stanley Railway, its property, appurtenances and effects, together with all buildings, erections and fixtures thereon, in good and substantial repair and condition.

5. **The parties of the second part shall pay to the parties of the first part, their successors or assigns, the clear yearly rent or sum of twenty thousand dollars, during the first ten years of the said term, by equal half yearly payments of ten thousand dollars each, on the first days of July and January in each year during the said first ten years of the said term; the clear yearly rent or sum of twenty-five thousand dollars during the next twenty years of the said term, by equal half yearly payments of twelve thousand five hundred dollars each, on the first days of July and January in each year during the said next twenty years of the said term; the clear yearly rent or sum of thirty thousand dollars, during the next twenty years the said term, by equal half yearly payments of fifteen thousand dollars each, on the first days of July and January in each year during the said next twenty years of the said term; the clear yearly rent or sum of forty thousand dollars during the next twenty years of the said term, by equal half yearly payments of twenty thousand dollars each, on the first days of July and January in each year during the said next twenty years of the said term, and the clear yearly rent or sum of fifty thousand dollars during the remaining twenty-nine years of the said term, by equal half yearly payments of twenty-five thousand dollars each, on the first days of July and January in each year during the said twenty-nine years of the said term.**

6. The parties of the second part shall pay all taxes, rates, duties and assessments whatsoever, whether municipal, parliamentary or otherwise, or which may or shall during the term aforesaid, be charged upon the said The London and Port Stanley Railway or its appurtenances, or upon the said parties of the first part on account thereof, or on account of any of its property.

7. That semi-weekly excursion trains from London to Port Stanley and return on same day will be run in each week from the fifteenth day of May to the fifteenth day of September, in each year during the said term of ninety-nine years by the said parties of the second part. The fare from London to Port Stanley and back on such trains shall not exceed thirty cents current funds for each person, and such fare shall entitle the passengers to be carried to the terminus at the beach south of the present picnic grounds at Port Stanley.

8. The said parties of the second part further covenant with the said parties of the first part that, during the continuance of the said term of ninety-nine years, the said parties of the second part will sell commutation tickets, not transferable, good for twenty-six single trips between London and Port Stanley, and vice versa, to be used within three months from the date of issue, and good for the members of a family and their servants, to such parties as may desire to purchase the same, at a cost not to exceed thirty-five cents per trip, and will also sell fifty-two trip commutation tickets, not transferable, good for fifty-two single trips between London and Port Stanley, and vice versa, to be used within three months from date of issue, and good for the members of a family and their servants, at a cost not to exceed twenty-five cents per trip. The members of a family and servants not to exceed six persons, who may be named in the ticket.

9. It is hereby agreed by and between the parties hereto that it shall be lawful for the said parties of the first part and their successors and all persons authorized by them, at any reasonable times during the said term, upon seven days' notice being given to the said parties of the second part, of their intention so to do, by being mailed in a registered letter posted at the post office in the said City of London addressed to the said parties of the second part at London aforesaid, to enter the said demised premises, or any part thereof, to examine the conditions of the same, and that the said parties of the second part will furnish to the said parties of the first part, for the purposes aforesaid, on demand, a hand car and the necessary employees to man the same; the expense thereof to be paid by the said parties of the first part.

10. The said parties of the second part further covenant with the said parties of the first part that their headquarters and offices for the working of the said The London and Port Stanley Railway shall, during the said term of ninety-nine years, be and continue in the said City of London, and that as many employees of the said parties of the second part as can consistently with the proper working of the said railway be located at and reside in the said City of London, shall be located at and reside in the said city.

11. The said parties of the second part covenant with the said parties of the first part, that they will on demand, from time to time, pay an additional rent to the said parties of the first part, all insurance premiums which the said parties of the first part may or shall, during the continuance of the said term, pay for insuring and keeping insured the passenger stations, roundhouses and freight sheds which are now or may or shall, during the said term, be erected on the property of the said parties of the first part.

12. Provided always, and it is hereby expressly agreed, that if the rent hereby reserved, or any part thereof, shall be unpaid for thirty days after any of the days on which the same ought to have been paid, although no formal demand shall have been made therefor, or in case of the breach or non-performance of any of the covenants or agreements herein contained on the part of the said parties of the second part, their successors or assigns, then and in any of such cases, it shall be lawful for the said parties of the first part into and upon the said railway, or any part thereof, in the name of the whole, to re-enter and the same to have, acquire, re-possess and enjoy as of their former estate, anything herein contained to the contrary notwithstanding.

13. The said parties of the first part covenant with the said parties of the second part, their successors and assigns, that they, paying the rent hereby reserved and observing and performing the covenants and conditions herein contained and on their part to be observed and performed, shall and may peaceably possess and enjoy the said demised premises for the term hereby granted without any interruption or disturbance from the said parties of the first part, their successors or assigns, or any other person or persons lawfully claiming by, from or under them or any of them.

14. Throughout this indenture the mention of the "said parties" is intended to include their successors and assigns unless such meaning is inconsistent with the context.

In witness whereof the parties of the first part have caused to be affixed their Corporate Seal, and their President has set his hand, and the parties of the second part have caused to be affixed their Corporate Seal, and the Mayor has set his hand, the day and year first above written.

Signed, sealed and delivered, in the presence of {

(Sd.) C. M. R. GRAHAM,
Pres. L. P. S. R.

(Sd.) S. BAKER,
Clerk.

Corporate
Seal of
L. P. S. R.

(Sd.) C. M. R. GRAHAM,
Mayor.

(Sd.) S. BAKER,
Clerk.

Corporate
Seal of City
of London.



ENJOYING THE SAND BEACH AND THE WATER AT THE L. & P. S. BATH HOUSE

2nd SESSION, 13th PARLIAMENT, 9-10, GEORGE V., 1919.
THE HOUSE OF COMMONS OF CANADA

BILL 22

AN ACT RESPECTING THE LONDON & PORT STANLEY RAILWAY COMPANY

1888, cc. 59; 60
1892, c. 43;
1893, cc. 44; 51
1894, c. 76;
1897, c. 38;
1903, c. 145;
1914, c. 96.

WHEREAS The London and Port Stanley Railway Company and The Corporation of the City of London have by their petition prayed that it be enacted as hereinafter set forth, and it is expedient to grant the prayer of the said petition: Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Agreement confirmed.

1. The agreement bearing date the twentieth day of January in the year of Our Lord, one thousand nine hundred and nineteen, between The London and Port Stanley Railway Company and The Corporation of the City of London, a true copy whereof is set forth in the Schedule to this Act, is hereby confirmed and declared to be binding upon the parties thereto, according to the terms thereof.

SCHEDULE.

This Indenture made (in triplicate) the Twentieth day of January, in the year of our Lord one thousand nine hundred and nineteen. Between: The London and Port Stanley Railway Company of the first part and The Corporation of the City of London of the second part.

Whereas the said parties of the first part, by indenture bearing date the twenty-eighth day of November, A. D. 1913, and which indenture is set out in the Schedule to "An Act respecting The London and Port Stanley Railway Company," being Chapter 96 of the Statutes of Canada of 1914, leased the line of railway between London and Port Stanley and the appurtenances thereto, mentioned in the said indenture, to the said parties of the second part;

And WHEREAS it is expedient to amend the said Indenture as hereinafter provided.

NOW THIS INDENTURE WITNESSETH that it is agreed by and between the parties hereto, that the said Indenture bearing date the twenty-eighth day of November, A.D. 1913, shall be and the same is hereby amended by striking out the seventh paragraph thereof, and by substituting therefor the following paragraph:

"7. That semi-weekly excursion trains from London to Port Stanley and return on the same day, will be run in each week from the twenty-fourth day of May to the tenth day of September in each year during the said term of ninety-nine years by the said parties of the second part. The fare from London to Port Stanley and back on such trains, shall not exceed fifty cents current funds for each person twelve years of age or upwards, and twenty-five cents current funds for each person under the age of twelve years, except children under five years of age accompanied by a parent or other person having them in charge, such children to travel free, and such fare shall entitle the passengers to be carried to the termini at the beach south of the present picnic grounds at Port Stanley."

In Witness Whereof the parties of the first part have caused to be affixed their Corporate Seal, and the President and Secretary have set their hands, and the parties of the second part have caused to be affixed their Corporate Seal, and the Mayor and Clerk have set their hands the day and year first above written.

Signed, sealed and delivered in the presence of {

(Sd.) F. SCOTT.

(Sd.) C. R. SOMERVILLE,
President,

(Sd.) S. BAKER,
Secretary,

Corporate Seal of
L. P. S. R.

(Sd.) C. R. SOMERVILLE,
Mayor.

(Sd.) S. BAKER,
Clerk.

Corporate Seal of
City of London.

THE LONDON AND PORT STANLEY RAILWAY

